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INDEX

TO

VOLUME V

PART II

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From January, 1898, to June, 1898, Inclusive

BUREAU OF AMERICAN REPUBLICS
WASHINGTON, U. S. A.

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No. 7.

TRADE RELATIONS IN AMERICA.—VII.

THE EASTERN COAST OF SOUTH AMERICA.*

The countries next to be considered in this series are those Republics of South America which border upon or find their natural outlets on the Atlantic. These, in the order of distance from the United States, are Brazil, Uruguay, the Argentine Republic, and Paraguay, the last named being the only country which has no seaboard on the eastern coast. Transportation between the United States and this vast region of South America, containing not only immense natural resources in process of development, but industries and trade of large proportions which have already attained maturity, is easy and direct and does not wait for the additional facilities, so urgently needed by the western coast, which would follow the construction of a canal across Nicaragua or the Isthmus of Panama. The extension of the present trade relations of the United States throughout the eastern half of South America is, therefore, dependent only upon conditions which already exist and do not need to be created.

The interoceanic canal would be of great benefit in shortening the distance between the eastern coast of South America and the western coast of the entire hemisphere, but it would have only an indirect effect upon the trade between the Atlantic coast of South America and the Atlantic seaboard and Gulf ports of the United States. The shortest practicable routes are already to be found on the waters of the broad Atlantic, and the requisites for commercial

* The first article of this series was printed in the MONTHLY BULLETIN for July, 1897.

development are merely those ordinary ones which lie at the base of all sea-borne trade. In other words, we have but to find the means of increasing the exchange of products through accustomed channels, with no barriers of nature to remove. If we can obtain the desired quantity of articles for barter, and the ships to carry them, the problem is solved.

But although the ports of the eastern coast of South America are the termini of direct and well-defined routes from the United States, their geographical relation to the latter country is not such as to give it a marked advantage in the struggle with European nations for their trade. As has been pointed out in the first article of this series, the South American continent juts out into the Atlantic so far to the eastward of a line drawn due south from New York City that the more northerly European ports are but little farther distant than the great seaboard cities of the United States. The conditions, therefore, are more nearly equal than in the competition for the trade of Mexico, Central America, the West Indies, and the northern coast of South America, which are so much nearer the United States as to give the latter a great advantage over its European rivals—an advantage which, as has been so often pointed out in these articles, would extend to the western coast of South America upon the completion of the Nicaragua or the Panama Canal. But, notwithstanding this, so great is the volume of trade of the eastern coast of South America that the share of the United States, even under conditions geographically less favorable, assumes large dimensions, especially when contrasted with that for the western coast. The imports from and the exports to the east coast countries by the United States for the fiscal years ended June 30, 1896 and 1897, are thus given in the United States Treasury returns:

Eastern Coast of South America.

	Imports from.		Exports to.	
	1896.	1897.	1896.	1897.
	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
Argentine Republic	9, 313, 385	10, 772, 627	5, 979, 046	6, 384, 984
Brazil	71, 060, 046	69, 039, 389	14, 258, 187	12, 450, 061
Paraguay				740
Uruguay	3, 242, 428	3, 515, 054	1, 481, 200	1, 213, 426
Total	83, 615, 859	83, 327, 070	21, 718, 433	20, 049, 211

The total trade of the United States with South America during the same years was as follows:

South America.

Imports from.		Exports to.	
1896.	1897.	1896.	1897.
<i>Dollars.</i> 108, 828, 462	<i>Dollars.</i> 107, 389, 009	<i>Dollars.</i> 36, 297, 671	<i>Dollars.</i> 33, 768, 493

Thus, we find that of the total imports of the United States from South America, more than three-fourths come from the eastern coast, while nearly two-thirds of the total exports of the United States to South America are taken by the same group of countries. By comparison, the trade of the western coast with the United States, in its present state of development, as given in the preceding article of this series, is insignificant. Its possibilities, only, arrest attention.

The figures are:

Western coast of South America.

	Imports from.		Exports to.	
	1896.	1897.	1896.	1897.
	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
Bolivia	None.	None.	21, 907	7, 787
Chile	4, 799, 017	3, 792, 434	3, 431, 808	2, 578, 911
Ecuador	763, 643	566, 526	689, 416	734, 868
Peru	712, 696	722, 089	999, 381	1, 108, 436
Total	6, 185, 356	5, 081, 049	5, 142, 512	4, 430, 002

Comparatively little increase in these figures is to be expected until the completion of the interoceanic canal opens a shorter and cheaper route from the United States to the Pacific seaboard of South America; but the volume of trade already existing, as well as the great agricultural wealth of Brazil and the River Plate countries, promising an immense development of commerce, seems to point out the eastern coast of South America as especially favorable ground in which to cultivate more intimate relations with the United States.

From the point of view of the United States manufacturer and

exporter, the present relations with the east coast countries of South America are unsatisfactory in that, while the United States buys more than \$83,000,000 worth of their products annually, it sells them only about \$20,000,000, or less than one-fourth as much. Now that the United States manufacturer is competing so successfully with his European competitors in the latter's own home markets, he can see no good reason why he should not succeed as well in South America, or anywhere in the world. He overlooks the barriers of habit, of long-established business relations, of tariff prejudices, and of European capital intrenched in banking institutions and controlling exchange. These barriers can undoubtedly be overcome in time, but only with intelligent and patient effort.

Perhaps, the greatest agency for effecting their removal would be a carefully matured policy of reciprocity, insuring the freest possible exchange without detriment to established industries. Such a policy, looking only to the greatest benefit to be derived by each party to the agreement, would undoubtedly contribute immensely to diverting trade from European channels and welding the American Republics in a real and not merely a sentimental community of interests. The subsidiary but scarcely less important questions of increased transportation facilities, with vessels under the flags of American Republics, and railroads binding the different countries closer together with links of steel, and of the adaptation of United States manufactures and business methods to the peculiar requirements of South American trade, have already been treated of fully in this series of articles, but they must be constantly kept in mind and repeatedly urged upon the attention of all concerned in the general problem of trade conditions in America as indispensable to a speedy and proper expansion.

Of the countries under review, Brazil has the largest trade with the United States, amounting, during the past fiscal year, ended June 30, 1897, to more than \$69,000,000 of exports to the United States, and \$12,450,000 of imports. There was a falling off of \$2,000,000 in exports as compared with the previous year and of \$1,800,000 in imports, but this decline has no special significance in a total trade of more than \$81,000,000 and finds its parallel in the fluctuations of previous years. Broadly speaking, it can not be said that Brazil's purchases from the United States

show any large permanent gains in a series of years, while her sales to the United States have fallen off since 1893 by \$7,000,000.

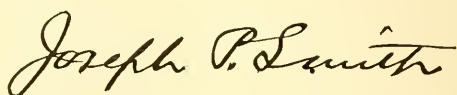
This condition of affairs is the more notable from the fact that, of all the countries of South America, Brazil yields to none in cordiality of feeling for the United States or in the intimacy of trade relations dating back for a long series of years. The character of her chief agricultural products, such as coffee, sugar, rubber, etc., being almost exclusively tropical, she can not be said to compete with the great agricultural staples of the United States, so that the latter can afford to grant her tariff concessions without risk of affecting home industries. On the other hand, there is an infinite variety of food supplies and manufactured goods which Brazil would doubtless be willing to import from the United States in much greater quantity under more favoring conditions. There is no country in the Western Hemisphere which seems to offer more tempting benefits to be derived from a carefully elaborated system of reciprocity with the United States.

The relations between the Argentine Republic and the United States are less easy of adjustment because of the similarity in some of the great staples of the two countries, such as wheat and wool. The Argentine Republic, however, produces the crops of the torrid as well as the temperate zone, and it may be that articles (such as sugar) which do not enter into competition with the staples of the United States, except in limited areas, might be used as the basis for mutual concessions. It is asserted, also, that certain grades of Argentine wool can not be grown with profit in the United States and might be admitted on more favorable terms; but it is contended, on the other hand, that, with tariff protection, the United States could, in certain localities, raise the same kind of sheep.

This is a question for practical adjustment by those especially qualified to deal with it, but it may be remarked that reciprocity necessarily implies a give-and-take policy, with the general object of securing the greatest good for the greatest number. The trade of the Argentine Republic is of great proportions, amounting to more than \$200,000,000 per annum. At present, the share of the United States is but 7 per cent. Evidently, it would be well worth while to consider seriously the possibilities of a greater volume of exchange.

The chief products of Uruguay are very similar to those of the United States, namely, cattle, wool, Indian corn, wheat, etc.; but the trade figures show that Uruguay sells much more largely to the United States than she buys from it, and in both Paraguay and Uruguay, the exporters of the United States would, no doubt, with energetic effort, be able to greatly increase the consumption of certain lines of goods. In Uruguay, for example, there is a great demand for kerosene and lumber, which the United States would doubtless be able to supply almost entirely under a reduction of the Uruguayan duty on those articles.

It will be noted that, with the exception of Paraguay, with which the United States has scarcely any trade at all, the eastern countries of South America have a large trade balance in their favor. With a proper adjustment of customs duties, and systematic effort on the part of United States exporters, it is scarcely to be doubted, in view of the natural sympathies of Argentina, Brazil, and Uruguay for their sister Republic of the north, that they would be willing to buy much more largely of so profitable a customer. The key to the problem of increased trade lies, therefore, in wise negotiation for reciprocity and more active exertion on the part of the business men of the United States to overcome the industrious efforts of the European manufacturer and exporter.



THE AUTHOR OF RECIPROCITY.

By ALEX D. ANDERSON.

Since the recent conference of American Republics at Washington in 1889, and its elaborate discussion of the question of reciprocity, there have been several attempts in the columns of the press to discover the original author of that popular measure. One journal, after devoting much space to communications on the subject by prominent writers, all of whom gave credit to statesmen of recent years, editorially gave it up as still an open question.

It is the general opinion that reciprocity is a doctrine of modern

creation, whereas, in fact, it is nearly as old as the Government itself, and originated with one of the fathers of the Republic. There is no better way to settle the controversy than to commence at the beginning of the commercial history of the United States, as recorded in the American State Papers, and search their pages, in chronological order, for the first mention of the subject. In Volume 1, relating to foreign affairs during President WASHINGTON's first administration, there is very little on the subject of foreign commerce until 1793, when THOMAS JEFFERSON, then Secretary of State, made a report on the subject to the House of Representatives. It was in response to a resolution, adopted by the House two years before (February 23, 1791), calling on the Secretary of State to report to Congress on "the nature and extent of the privileges and restrictions of the commercial intercourse of the United States with foreign nations and the measures which he should think proper to be adopted for the improvement of the commerce and navigation of the same."

The report itself, as well as the time taken in its preparation, show that it is based on a very careful investigation of the subject. *It was the first elaborate report on our commercial relations with the outside world, and is a state paper worthy of the constructive statesmanship of that great American.*

After giving the facts relating to our trade with the leading nations of the world, Mr. JEFFERSON enters upon an elaborate discussion of the theory or plan which should govern commercial intercourse. He says: "Such being the restrictions on the commerce and navigation of the United States, the question is, In what way they may be best removed, modified, or counteracted. As to commerce, two methods occur: First, by friendly arrangements with the several nations with whom these restrictions exist; or, second, by the separate act of our own legislative for counter-vailing their effects. *There can be no doubt but that, of these two, friendly arrangement is the most eligible.*

"Instead of embarrassing commerce under piles of regulating laws, duties, and prohibitions, could it be relieved from all its shackles in all parts of the world, could every country be employed in producing that which nature has best fitted it to produce, and each be free to exchange with others mutual surpluses for mutual wants, the greatest mass possible would then be produced by those

things which contribute to human life and human happiness, the numbers of mankind would be increased and their condition bettered.

“Should even a single nation begin with the United States this system of free commerce, it would be advisable to begin it with that nation, since it is one by one only that it can be extended to all. Where the circumstances of either party render it expedient to levy a revenue by way of impost on commerce, its freedom might be modified in that particular by mutual and equivalent measures, preserving it entire in all others.”

* * * * *

“But should any nation, contrary to our wishes, suppose it may better find its advantages by continuing its system of prohibitions, duties, and regulations, it behooves us to protect our citizens, their commerce and navigation, by counter prohibitions, duties, and regulations, also. *Free commerce and navigation are not to be given in exchange for restrictions and vexations, nor are they likely to produce a relaxation of them.*”

* * * * *

“*The following principles, being founded in reciprocity, appear perfectly just, and to offer no cause of complaint to any nation:*

“When a nation imposes high duties on our productions, or prohibits them altogether, it may be proper for us to do the same by theirs, first burdening or excluding those productions which they bring here in competition with our own of the same kind; selecting next such manufactures as we take from them in greatest quantity, and which, at the same time, we could the soonest furnish to ourselves or obtain from other countries, imposing on them duties lighter at first, but heavier and heavier afterwards as other channels of supply open. Such duties, having the effect of indirect encouragement to domestic manufactures of the same kind, may induce the manufacturer to come himself into these States, where cheaper subsistence, equal laws, and the vent of his wares, free from duty, may insure him the highest profits from his skill and industry.”

The state paper from which I have above quoted is a document of peculiar interest to the boards of trade and other commercial bodies throughout the United States which have recently displayed such an active interest in the subject of reciprocity, and it should be republished as a matter of public interest and value.

ARGENTINE REPUBLIC.

FOREIGN COMMERCE FOR THE FIRST HALF OF THE YEAR 1897.

The following facts relating to the foreign commerce of the Argentine Republic during the first six months of the present year are taken from the report published by the National Department of Statistics.

The total of the imports and exports, excepting metal products, amounted to \$113,742,314 in gold, against \$121,773,627 during the same period in 1896, or a decrease of \$8,031,313, of which \$2,068,868 are to be credited to imports and \$5,968,445 to exports.

The imports reached the sum of \$49,987,541, distributed in the following manner:

Dutiable articles	\$43, 045, 658
Free articles	6, 658, 121
Specie.....	283, 762

Compared with those for the first half of the year 1896, these figures show a decrease of \$2,143,428 on dutiable articles, and of \$5,387,390 in metals, while free articles have increased by \$74,560.

The decrease affects principally articles of the vegetable kingdom to the amount of \$1,334,339; wood and its manufactures, \$591,412; tissues and textile fabrics, other than silk and cotton, \$1,170,960; and liquors, wines, and alcohols, \$355,830.

The growing decrease shown by the custom-house receipts of ordinary wines in barrels is particularly noticeable. The import value of this article, which during the first half of the year 1895 amounted to \$3,280,000 in gold, has fallen successively to \$2,820,000 for the corresponding period in 1896, and to \$2,552,668 in 1897. This is caused in a great part by the extension given, during the last few years, to the cultivation of vineyards in the northwestern provinces of the Argentine Republic. The wines from San Juan, Mendoza, etc., better and more carefully made than in the past, are largely consumed as ordinary table wine, and begin to seriously compete with the French and Italian wines.

The articles showing an increase are:

Chemical and pharmaceutical products.....	\$200, 938
Iron and its manufactures.....	1, 338, 300
Silk and woolen tissues.....	169, 921
Vermuth	109, 825

The increase shown in these last figures is to the advantage of the Italian imports of vermuth, which figure almost exclusively in the country's consumption of this article. .

The following table gives the value of the imports from the different countries during the first six months of 1897 and 1896, respectively:

Country.	1897.	1896.	Increase.	Decrease.
Great Britain.....	\$18, 947, 560	\$20, 424, 178	.....	\$1, 476, 616
France.....	5, 778, 087	5, 553, 070	\$225, 017	.....
Germany.....	5, 728, 254	6, 358, 227	.....	629, 973
Italy.....	5, 342, 946	5, 400, 741	.....	57, 795
United States.....	4, 985, 746	4, 933, 336	52, 410	.....
Belgium.....	4, 186, 946	4, 116, 154	70, 792	.....
Brazil.....	1, 826, 803	2, 479, 301	.....	652, 498
Spain.....	1, 755, 175	1, 410, 244	344, 931	.....
Paraguay.....	578, 481	502, 184	76, 297	.....
Uruguay.....	295, 386	335, 163	.....	39, 777
Chile.....	96, 343	11, 443	84, 900	.....
Netherlands.....	52, 166	64, 189	.....	12, 023
Portugal.....	31, 229	43, 908	.....	12, 680
Antilles.....	28, 007	18, 111	9, 896	.....
Bolivia.....	23, 177	23, 677	.....	500

During the first half of the year 1897 the exports reached the sum of \$65,218,829, as follows:

Dutiable articles	\$39, 771, 228
Free articles	24, 267, 307
Specie.....	1, 180, 294

This data, compared with the results of the first half of the preceding year, show that the exports of dutiable articles have increased by \$5,574,633; those of metal by \$1,076,132; and the exports of free articles have decreased by \$11,537,078. This decrease, affecting, as it does, almost entirely the agricultural products, is in consequence of the devastation wrought by the invasion of locusts, which overran and almost completely destroyed the last crop of cereals.

The buyers of Argentine products come in the following order:

Country.	1897.	1896.	Increase.	Decrease.
France.....	\$14, 871, 335	\$14, 932, 860	.....	\$61, 525
Germany.....	9, 321, 283	8, 456, 197	\$865, 086	.....
Great Britain.....	7, 651, 223	8, 146, 182	.....	494, 959
Belgium.....	6, 303, 584	7, 665, 597	.....	1, 363, 013
Brazil.....	5, 675, 423	4, 629, 751	1, 045, 672	.....
United States.....	5, 227, 765	3, 281, 279	1, 946, 486	.....
Italy.....	1, 928, 723	1, 882, 031	46, 692	.....
Chile.....	1, 127, 721	1, 354, 712	.....	226, 991
Uruguay.....	1, 103, 593	1, 656, 067	.....	552, 474
Spain.....	512, 285	457, 934	54, 351	.....
Bolivia.....	270, 491	265, 478	5, 013	.....
Antilles.....	187, 546	128, 253	59, 293	.....
Paraguay.....	73, 440	82, 634	.....	9, 194
Netherlands.....	33, 133	438, 528	.....	405, 395
Portugal.....	10, 142	14, 088	.....	3, 946

The value of the exports to the United States during the first half of the years 1897 and 1896 shows an increase of \$1,946,486.

BRAZIL.

IMPROVEMENT OF THE PORT OF PERNAMBUCO.

The Government of the United States of Brazil has decided to call for proposals for the improvement of the port of Recife, in the State of Pernambuco, the third city in the country in commercial importance. Pernambuco possesses a natural port, the breakwater being formed by a line of reefs at a uniform distance from the land stretching along the northern coast. Notwithstanding this, it is deemed necessary to improve the natural conditions, in accordance with the general plan presented by the civil engineer, ALFREDO LISBOA, which the concessionary shall be required to follow, with modifications deemed necessary in the judgment of the Government during the execution of the work. The plan embraces the following works: Construction of a breakwater on the submerged reefs; increasing the height of the reefs; constructing definite quays, where vessels of large draft may be docked; dredging the entire port; placing buoys and piles for mooring vessels constructing warehouses adequate for receiving, storing, and preserving merchandise, which warehouses shall at the same time enjoy the advantages and privileges conceded to the customs

warehouses; building railways along the quays, connecting them with the warehouses, railways, and tramways already existing; erecting a complete set of hydraulic or electric cranes, and constructing docks or ways designed for the examination and repair of vessels.

The contractor shall submit the definite plans for the approval of the Government within six months, counted from the date of the approval of said contract by Congress, and the work shall be begun within twelve months and finished within five and ten years.

For the compensation and amortization of the capital invested in the improvements the contractor shall receive, up to the time when the work shall revert to the Government, four kinds of dues—anchorage, dockage, loading and unloading; also demurrage storage and other dues connected with the movement of cargoes.

When the net revenue shall exceed 12 per cent, these taxes shall suffer a general reduction.

Should the work be executed by foreign capital and enterprise, it shall be considered as a Brazilian corporation so far as it affects the present contract.

Proposals for the performance of the work must be presented in sealed envelopes, at the Legation of Brazil in Washington, not later than 3 o'clock p. m., February 28, 1898, and will be opened on a day and hour which will be hereafter advertised. Plans of the proposed works and general information relating thereto may be obtained, on application, at the Brazilian Legation, or at the Consulate-General of Brazil in the City of New York.

General João THOMAZ DA CANTUARIA has been elevated to the post of Minister of War in the cabinet of President MORAES.

COLOMBIA.

AMERICAN MANUFACTURES.

Consul BIDLAKE, of Barranquilla, Colombia, in his annual report to the United States Government, makes some pertinent suggestions concerning American manufactures in that Republic. One of the principal complaints of the merchants is that Ameri-

can goods are not as well packed as European; also that the necessity of transacting business through commission firms, instead of direct dealing with the manufacturers, entails a repacking of the merchandise, and a consequent increase in the weight of the package. Duty is collected at Colombian ports on the gross weight of the package or case, according to its class; therefore there should be no unnecessary weight in packing or covering.

American tools of all kinds are preferred to European, being better finished, lighter, and more convenient; but they are also more expensive. German manufacturers make an exact pattern of the Collins machete, which is the standard in South America, and accompany it with a "just as good" guarantee and an offer to replace it if it breaks.

All furniture is imported, the United States furnishing the cheap grades of common yellow chairs with cane seats. Apparatus for electric lighting is rated at a higher price than is obtained for the European article, notably, incandescent lamps, which command 18 cents each, while ordinary lamps from Italy are sold at 10.6 cents. American wire is sold at from 10 to 15 per cent advance on that of Germany. Shoes for women and children are all imported, being principally of the French style, but men's are manufactured in the country, the uppers only being imported.

TRADE WITH THE UNITED STATES.

In commenting upon the article headed "Trade Relations in America," by JOSEPH P. SMITH, published in the November BULLETIN and supplementing the Director's efforts to extend the trade of the United States with the countries of the northern coast of South America, the *Estrella de Panama*, in a recent editorial, says in substance:

It is well known that Colombia is a country rich in minerals, and that it can produce on a large scale coffee, cocoa, tobacco, fibers, and other agricultural products, which are generally sold in the United States at lucrative prices. The share that the United States has in the commerce of Colombia is not what it should be, nor what that country might easily obtain. In the last few years France has ranked first in that commerce, owing perhaps in a great measure to the enormous expenditure of French capital in

constructing the Panama Canal. The second place is held by England, and the third by the United States. Nearly one-half of England's exports to Colombia consist of cotton goods, and articles of this kind are manufactured in the United States in perfection. With adequate efforts the greater part of our imports could be brought from the United States, which would receive in return from Colombia the products demanded in her markets. Nevertheless, recent data show a remarkable increase in the commerce between the two countries.

The exports of the United States to Colombia during the year 1894 amounted to \$2,784,634, and increased in 1896 to \$3,382,588. The imports of Colombian products increased from \$1,338,283 in 1894 to \$4,843,256 in 1896. The increase consisted mainly in coffee, hides, and skins, and it may reasonably be attributed to the change in the American tariff. This fact is significant as showing the importance of reciprocal concessions in the commerce between Latin-America and the United States.

The chief obstacle now in the way of the commerce between the two countries seems to be the high prices of certain articles made in the United States as compared to similar ones of European manufacture, and the comparative cheapness of transportation to and from European ports, notwithstanding the distance to some ports of the Old World is three times that to the United States.

These obstacles, however, are only temporary, as the capacity of that great Republic for competition with the European manufacturers is evidenced in the fact that the United States manufactures are actually in competition with those of Europe in European markets. The most important problem is that of rapid and cheap transportation in conjunction with favorable tariff conditions.

COSTA RICA.

Gen. J. S. CASEMENT, who has recently obtained a concession from the Costa Rican government for the construction of the Pacific Railway, traversing the Republic and uniting the Atlantic and Pacific shores, has just returned from Costa Rica, and gives to the public some very interesting information relative to the political and commercial conditions existing in that country.

General CASEMENT reflects the desire of President IGLESIAS for improving the commercial relations existing between the United States and his country. Already the predominant trade of Costa Rica is with the United States, two-fifths of which is with New Orleans, and there is no reason why, with proper effort, four-fifths of the Costa Rican trade may not be done with the United States. The Costa Ricans are in need of machinery, and the opportunity is offered to manufacturers of the United States to seize this business.

President IGLESIAS is projecting extended internal improvements; railroads are being built, and the development of the navigation of the rivers which reach into the interior is receiving his earnest attention. To this end foreign capital is being invited for the exploitation of the great natural resources of the country. Nearly all the topical products may be raised, the mineral resources are varied, and the climate is excellent.

GUATEMALA.

BANKING ARRANGEMENTS.

The four leading banks of Guatemala, acting in concert with the Government, have concluded an arrangement with the Deutsche Bank, of Germany, for a loan of 6,000,000 marks (\$1,500,000) for a period of twelve months. The object of this financial project is the guaranty of the payment of the notes issued by the banks interested.

As soon as the Government has given formal authority, the Deutsche Bank will buy silver bullion to the amount of \$500,000 which will be sent to Guatemala. This action on the part of the German bank is only an extension of its present large financial arrangements with the Guatemalan government, the interest on the coffee loan being already remitted through it. The four banks concerned in the transaction are: The Agrícola Hipotecario, Internacional, Banco de Guatemala, and the Occidente.

Señor Don JUAN DE PADILLA has been appointed Director-General of Statistics in the Republic of Guatemala.

HAITI.

NEW CABINET.

The Haitian cabinet, as reorganized and now constituted, is as follows:

Minister of the Interior, M. AUGUSTE TANCRÈDE.

Minister of Commerce and Finance, M. PLEASANCE.

Minister of Exterior Relations and Worship, M. BRUTUS ST. VICTOR.

Minister of War and Marine, M. GUILLAUME VELBRUN.

Minister of Public Works and Agriculture, M. CINCINNATUS LECONTE.

Minister of Justice and Public Instruction, M. ANTOINE CARMELEAU.

The gentlemen composing the cabinet have held various positions of official dignity in the past, and their selection has been received with unanimous approval by the public.

PROPOSED CHANGES IN FINANCES.

Hon. WILLIAM F. POWELL, Minister to Haiti from the United States, reports that the Chamber of Deputies has under consideration a proposition to consolidate the several debts of the Republic into one national bonded debt. To this end it is proposed to secure a loan of \$6,000,000 in the United States, bearing 6 per cent interest per annum, and with this amount take up the outstanding debts of the country, the total of which is \$26,875,784 (Haitian currency), destroy the paper money in use, and substitute a gold currency based on the United States dollar as the unit of values.

The proposed loan is to be secured by a portion of the export duty on the coffee crop, estimated at about \$2,000,000 annually; in addition, the necessary part of the import duties will be applied. The money thus raised will be set apart as a sinking fund for the service of the debt and its redemption. It is also proposed, if the loan is effected, to have all the fractional silver currency

reminted in the United States on the basis of the currency of that country.

Minister POWELL views this proposed financial arrangement as one which will lead to closer relations with the United States, and the consequent diminution of the French and German influence which is at present dominant in the island.

MEXICO.

CULTIVATION OF INDIA-RUBBER.

Numerous inquiries have been received by the Bureau recently concerning india-rubber and other tropical productions in Mexico. In answer to these questions, the following information, the result of the investigations of Mr. GEORGE D. COLEMAN, in the interest of *The Two Republics*, is published.

Brazil has hitherto been the great rubber producer, her exports reaching an annual output of \$100,000,000. There are, however, lands in Mexico and Central America equally adapted to its cultivation, having in addition a salubrious climate. Formerly dependence for a rubber yield was placed in the product of the wild trees, but with the increase in the uses for india-rubber and the consequent rise in price, capital is being invested in this industry, and its profitable cultivation is being largely engaged in.

Rubber trees do not flourish at an elevation exceeding 500 feet above sea level, and low land, moist, but not swampy, is the best. A short time ago land suitable for rubber planting could be purchased for 25 cents an acre in large tracts, but with the growth of the industry, it has advanced in price, and now from \$2 to \$5, Mexican currency, is the amount usually obtained. It should, however, be borne in mind that rubber lands can be used for the production of other crops, such as corn, beans, etc., until the trees grow large enough to shade the land, and that these crops can be sold at sufficient profit to cover the first expenses of the rubber plantation.

The greatest expense after the purchase of the land is the clearing and preparing it. The clearing may be made a profitable undertaking if transportation facilities are good, for the dyewoods,

sandalwood, satinwood, ebony, mahogany, etc., if shipped command such prices as to more than compensate for the requisite outlay. The land should be chosen along the banks of streams where the soil is rich, deep, and loamy, a sure indication of good rubber land being the presence of wild rubber trees. These, in clearing, should be left standing, also the young seedlings, for transplanting at proper distance. The best time for planting the young trees is during the rainy season, and they should be placed in rows, fifteen feet apart, alternating the trees so that they shall not come opposite each other in the succeeding rows. Such a distribution would allow about 193 trees to the acre, which is the greatest number permissible of good results. Once in the ground, the tree needs no attention or cultivation beyond keeping down the undergrowth, and for this purpose a side crop of corn or beans is the best agent. The rubber tree propagates itself from the seeds or nuts which drop from the tree in the months of May and June. These nuts can be sown in beds or nurseries and an abundance of plants raised, or the wild seedlings can be taken from the woods and transplanted.

By the sixth or seventh year the grove will be in bearing, and the seventh year and thereafter should yield from three to five pounds of rubber per tree. Giving 600 pounds as the yield of 193 trees, and 50 cents per pound as the profit realized over expenses, we have a profit of \$300, gold, per acre. Of the several varieties of rubber trees which give the rubber of commerce, the best and most important is known as "*castillo a elastica*." Wild trees abound in the forests of the States of Vera Cruz, Oaxaca, Chiapas, Tabasco, and Campeche.

GINGER.

Included in the tropical productions of Mexico is ginger. This plant has been regarded as a native of tropical Asia and Africa, where it has been cultivated from an early period. It is, however, found growing wild in the States of Puebla, Guerrero, and Chiapas, and is believed to have been introduced by Francisco de Mendoza about the middle of the sixteenth century.

In addition to its uses as a comestible, the ginger plant is found to be invaluable as a medicinal agent for the cure of chills, fevers,

and other ailments in the districts where it is grown. This plant requires for its production a rich soil, and will not grow in sand, clay, or in land where the water stands in the earth, as this destroys the roots. It also requires an abundant rainfall, and the temperature must not be below 40° Fahrenheit.

The best time for planting in Mexico or Central America is March or April, the cuttings being set in the ground at a distance of 12 to 18 inches apart. The general points of its cultivation are very similar to that of the potato. The plant blooms in September or October, and by January is ready for harvesting, which is the simplest process possible, consisting in merely taking the tubers out of the ground; the curing process is also simple and inexpensive.

From an official report on the subject it is learned that under favorable conditions the product of one acre should be 4,000 pounds or more; the cost of cultivation from 1½ to 2 cents per pound; the freight from the point where it is grown to Vera Cruz does not exceed \$1 per 100 pounds, including the cost of sacks. The price in New York varies from 12 to 20 cents per pound. These facts demonstrate the enormous profits to be derived from this business.

CULTIVATION OF TOBACCO.

Experts in the culture and manufacture of tobacco regard the present as the most fitting time to make known the valuable qualities of Mexican tobacco for wrappers in competition with the Cuban article, which has dominated the market in the past. In consequence of the agricultural depression growing out of the insurrection in Cuba, large areas of tobacco lands on that island have become nonproductive and planters have transferred their interests in a great degree to southern Mexico. These Cubans are very enthusiastic in regard to the richness of the soil, abundance of water, climate, etc. They also state, as do many travelers, that the fine tobacco lands of Cuba are worn out; that the high cost of fertilizers required to prepare the soil and bring it to the perfect condition for planting would make it impossible to gain back buyers, even were the war to end now, as the Mexican product is becoming better known every day and can be sold with a large profit over the cost of production in Cuba.

The State of Oaxaca, in particular, possesses favorable conditions for the production of a variety of this plant, which, on account of light weight, fine texture, and color, as well as its aromatic qualities, render it invaluable as cigar wrappers, which now command such high prices in the markets of the world. It is stated with confidence that fancy wrappers, that sell for \$4 gold per pound, can be grown in these favored sections, particularly in the higher lands adjoining Ozumacin, situated between two large bodies of water, and having a soil of from 80 to 85 per cent sand, 5 to 6 per cent decayed vegetation, and the balance white clay. The last crop of tobacco from Ozumacin and el Valle Nacional averaged three to four arrobas (75 to 100 pounds) to the 1,000 plants, and sold for from 80 cents to \$1 per pound. The cost for nurseries, planting, cropping, curing, etc., including interest on the money, is figured at less than 15 cents per pound, thus making a very satisfactory profit. This year, owing to more favorable weather conditions, the quality of the production is much finer, and as there was no necessity for replanting, the cost of preparing for the market is estimated at about 12 cents per pound. When the plants were very small the buyers paid 80 cents per pound, but the planters consider \$1.20 a reasonable price to be paid for tobacco, without selection, that will be ready for shipment toward the end of February or the first part of March.

Cigars made from these fine tobaccos have been known and appreciated in foreign markets for a long time. The prejudice in favor of Cuban leaf for wrappers has, however, been so great that tobacco in the leaf, to meet with a ready sale, had formerly to be packed in bales similarly arranged as those sent from Cuba. The custom of shipping in bales in imitation of those from Havana is now, fortunately, on the decrease, and, with the fame and good name of Mexican "wrapper tobacco" on the increase it is hoped that the coming crop will all be sent out by exporters as pure Mexican, and nothing else. The Mexican wrappings of "petate" have also the advantage of security over the Havana style of "manta" bales. The railroad facilities for transporting the product of these districts are excellent, and with the completion of the Playa Vicente & Ozumacin Railroad, quick transit will be made (within twelve hours) to Tlacotalpan, a port of the Gulf of Mexico, about 25 miles inland, having thirty feet of water up to its wharves.

In the State of Chiapas a very fine grade of wrapper tobacco was produced last year at much the same proportionate rate of cost and profit as that stated for Oaxaca. The crop for the San Andres Tuxtla district for the present season is estimated at 300,000 arrobas. While this tobacco does not rank so high as that of Ozumacin and the Valle Nacional in the State of Oaxaca, its quality is, however, excellent.

It has been calculated that on an estate of 75 acres, having a planting capacity of 1,000,000 tobacco plants, the net result for one crop would be about \$62,500. An allowance of \$12,500 being made for expenses, on the basis of \$3 per arroba, or 12 cents per pound, there still remains a profit of \$50,000 on the tobacco crop alone, while there are numbers of secondary products, such as corn, beans, etc., which materially add to the profitable culture of tobacco lands.

THE TANNING INDUSTRY—OPPORTUNITY FOR INVESTMENT.

Among the many inviting opportunities for the investment of capital in new enterprises in Mexico, is that of establishing a tannery near the City of Mexico in connection with a factory for converting the tanned hides into leather for belting, manufacture of boots and shoes, etc.

The forests of Mexico, on the elevated plateaus, abound in oak and other barks suitable for tanning purposes. The cultivation of canaigre, a plant containing a large per cent of tannic acid, and particularly suited to the tanning of leather of fine grades, has been for several years receiving much attention, and already considerable quantities of the material are exported to the United States and European countries. Cascalote (*Rhus carriaria*), a tree which grows abundantly in the western tier of States, from Oaxaca to Sonora, yields a bark which is exported in large quantities to be used in tanneries. In 1895 the production of this article amounted to 2,176,810 kilograms, valued at \$243.070. Besides those named, in the same year the production of other barks useful in tanning reached the figure of 15,000,000 kilos, valued at \$457,167.

Cattle raising is the leading pastoral industry of Mexico. large herds are annually exported to the United States on the

hoof, in addition to those required for home consumption. In the abattoirs of the City of Mexico alone, the slaughter of beeves in 1895 is officially stated to have been 85,870 head. These hides are all shipped abroad, and returned to Mexico as tanned hides or in the form of manufactured goods. With the large demand for manufactured leather in its varied forms offered by the home market, and with all the material at hand required for this manufacture, there is no reason why the tanning of hides and their conversion into the marketable article should not be conducted on a large scale and at great profit.

PARAGUAY.

TRADE FOR THE YEAR 1896.

The following information relating to the trade conditions existing in Paraguay is from a recent official report:

INCREASE OF TRADE.

It may be confidently said that on the whole the trade and commerce of Paraguay is slowly but surely improving. The steady increase during the last few years of the customs revenue, the erection of new buildings for private residence as well as for business purposes, the establishment of new shops, and the increasing demand for luxuries, such as good furniture, fine clothes, and foreign comestibles, are the visible signs of a growing prosperity.

Timber, hides, yerba, fruit, and early vegetables are in great demand in Buenos Ayres and Montevideo, but the supply still falls short of the demand.

THE TOBACCO TRADE.

Tobacco was formerly the principal, if not the only crop cultivated by the Paraguayan agriculturist for export and home consumption, but owing to the high duty which was levied in the Argentine and to the low prices offered there and in Europe for the leaf he has been constrained during the last two years to plant little more than would suffice for his own use. Indeed, in some instances he gave up cultivating tobacco altogether, and betook himself to the verbales, or yerba forests, where he could earn fairly good wages. The government is now making special efforts to foster this industry and to find fresh markets.

DIFFICULTY OF OBTAINING LABORERS.

In any private undertaking necessitating the employment of many hands, the question of labor presents serious difficulties, and not until the country is more

thickly populated, or foreign in place of native laborers be obtainable, are they likely to disappear. But there are, besides, other obstacles to contend with, namely, difficulties of transportation and want of means of communication.

RAILWAY.

The only railway in a country the area of which, exclusive of the Chaco, is computed at 65,160 square miles, is a single line 155 miles in length, running from Asunción to Pirapó, and known as the Paraguayan Central Railway. There are no branch lines.

YERBA-MATÉ.

Yerba-maté, or Paraguayan tea, is the most valuable article of export. There are two classes sold, but it is only in the manner of preparation that they differ. The kind known as "mboroviré" is merely dried over a furnace, and then beaten into small pieces with sticks. The "molida" goes through the same process, but it is afterwards ground in a mill. The export duty on the former was increased in 1895 from 30 cents paper to 10 cents gold, and on the latter from 25 cents paper to 9 cents gold, per 10 kilos. The revenue derived from this source in 1895 amounted to \$471,668, Paraguayan currency (\$82,000 gold). The yerba forests, called "yerbales," were formerly the property of the State, but most of them have been sold and are now in the hands of a few capitalists and companies. The Industrial Paraguay Company, which owns about half of the yerbales known to exist in the country, exports annually about 400,000 arrobas (4,512 tons). The total quantity of yerba exported during the past year is estimated at about 9,024 tons, and the average price per arroba (25 pounds) was \$11.50 paper (\$1.85 gold).

TIMBER.

In the absence of statistics or returns of any sort it is difficult to form a correct estimate of the quantity of wood exported during the past year, but it is said to have been considerably larger than the quantity exported in 1895, in the harder woods especially.

CURUPAY.

The following are the principal woods, their prices, and the uses for which they are best adapted:

Curupay is of a reddish color, extremely hard and strong, lasts many years underground, or in water, and is chiefly used for railway sleepers, and piles for bridges or docks. The bark is used for tanning. The specific gravity is 1.172 to 0.917, and the price 45 cents, gold, per vara (34 inches, 10 by 10).

QUEBRACHO-COLORADO.

Quebracho-colorado is one of the hardest and most durable of Paraguayan woods, and it is said will last as long under ground and under water as above ground. It is well adapted for piles, sleepers, and bridges. It is also used

for tanning. It is found chiefly in the Chaco, but some is also to be met with in the north of the country. Specific gravity, 1.392 to 1.232; price, in Asunción, about \$25 per ton (\$4 gold).

URUNDAY-MÍ.

Urunday-mí differs little from quebracho in strength and durability, but is not so plentiful. The price is the same; specific gravity, 1.091 to 0.920.

PETEREVI.

Peterevi is a valuable wood for furniture, cabinetmaking, etc. In veining and color it is not unlike American walnut. It takes a high polish, and is durable and comparatively light. It is also said to be suitable for masts and yards. Specific gravity, 0.810 to 0.619. Price in Asunción, 55 cents, gold, per vara.

LAPACHO.

Lapacho is of a greenish-yellow color and of great strength. Above ground it will keep sound for many years, and it does not readily crack. Much of this wood is sent to Buenos Ayres for railway and shipbuilding purposes. It is used locally in the manufacture of wheel spokes, boats, and barges. The "lapacho crespo" is a curled variety, and makes handsome, though heavy, furniture. Specific gravity, 1.072 to 0.952. The price is about 40 cents, gold, per vara.

YBIRA-RÓ.

Ybira-ró and ybira-pita are used principally in the manufacture of furniture and cart wheels. The former is a superior wood to the latter, but it is not so plentiful. Specific gravity 1.038 to 0.744; price, in Asuncion, \$2 (33 cents gold) per vara.

BLACK AND RED PALMS.

Black and red palms are extremely hard woods, and, it is alleged, will sometimes turn the edge of the best steel ax. The black palm makes a fine veneer and takes a high polish. In water and under ground these woods last for many years. They are found in the Chaco, and in the north of Paraguay proper. Prices, in Asuncion, about \$2 each (33 cents gold).

CEDAR AND TIMBO.

Among the lighter woods may be mentioned the various kinds of cedars, known in the timber trade as female mahogany and timbo. The former are extensively used in this country in the manufacture of furniture, doors, window shutters, boxes, etc. They are comparatively cheap and easy to work. The trees are found in the south and southwest, but a superior kind grows on the Alata parana, and in the Paraguayan Misiones. Timbo is a light wood, not unlike cedar in grain, and sometimes grows to a great height and size. The Indians make their canoes and troughs for water, etc., of this wood. Little is exported. Specific gravity 0.440 to 0.328.

OTHER WOODS.

The best and most extensively used woods of Paraguay only are given in the foregoing list, but there are a great many others besides, among which may be mentioned tatané (dyewood), palo santo (lignum-vitæ), palo de lanzo (lance-wood), black laurel, palo de rosa (rosewood), incionso (incense tree), and varieties of the citrus.

The amount of timber carried over the railway during the past year is given at 30,000 tons.

TOMATOES.

The tomato grows well in Paraguay, but it is not so large nor of such deep color as that produced in Europe. In the early spring in Buenos Ayres it is in great demand, and can always be sold at a remunerative price. Some 3,000 baskets were sent down the river during the past year.

BANANAS.

Although bananas thrive well and are of excellent quality, they are nowhere cultivated on what can be called a large scale. The quantity shipped to Buenos Ayres would amount to perhaps 10,000 bunches.

GRAY CLOTH.

Gray cloth, or, as it is called here, "lienzo," is perhaps the most important class of piece goods imported, and it is said to be supplied almost exclusively by English firms. It is extensively used in this country, especially by women and children of the poorer class, being made up into skirts and shawls, which are worn summer and winter. The coarser kinds are used for awnings, screens, etc. Some of this cloth comes from Germany.

CALICO.

Another important article of import is calico, known here by the name of "bramante," some of which comes from Germany, though the greater part is of British manufacture. It is much used by women for chemises and shawls.

SHAWLS.

Black shawls of wool or a mixture of wool and cotton, locally known as "rebozos," are worn by nearly all the women. They are chiefly of German and Belgian make, being preferred to those manufactured in England, because they are cheaper and the fringe deeper and more elaborate.

COTTON PRINTS.

Cheap prints and muslins are supplied for the most part from England. Annual sales average about 100,000 pieces of 24 to 35 meters. Those supplied from Germany are said to be superior, and are consequently slightly higher priced.

DRILLS, SHIRTINGS, ETC.

The various kinds of drills and cotton stuffs for men's suits are all of German and Italian make. Most of the shirtings, imitation Oxford and other kinds, are German.

SEWING COTTON.

About 3,000 cases of sewing cotton of reels of British manufacture are imported annually. Belgium, however, shares to a small extent in this import.

GRAY HESSIAN.

Gray hessian, called here "arpillera," is all of Dundee make and of 10 to 18 ounce quality. Yearly sales average about 500,000 yards. This cloth is used chiefly for packing yerba and tobacco.

HARDWARE, CHINA, GLASS, CUTLERY, ETC.

The greater portion of hardware goods are made in Germany, being preferred on account of their cheapness to those of British manufacture. Enameled goods, glass, and chinaware come chiefly from Austria, and are said to be of equal quality with those manufactured in Great Britain, but less expensive. Carpenters' tools, table knives, forks, and spoons, iron cooking pots, and kitchen utensils generally, come principally from Germany and France, and are all of the commonest and cheapest quality. A fairly good trade is done here in sheath knives and daggers, for every Paraguayan, almost without exception, carries one of these weapons in his belt. Hitherto the supply has come from Germany, but lately a few cases of knives of a superior quality have been imported direct from England and have found a ready sale. They are sold at from \$3.50 to about \$10 each.

IRON WIRE.

The black wire sold here for fencing purposes is of British manufacture. Nos. 7, 8, and 9 are preferred. About 6,000 rolls of 450 yards each are imported annually.

AGRICULTURAL IMPLEMENTS.

The sale of agricultural implements is not at present a large one. The ax, machete, and hoe are the tools most in demand, being often the only ones used in this country to prepare the ground for sowing. After the machete has done its work, the ax is used to cut down the large trees, and finally the hoe to break up the soil. The few plows that are occasionally to be seen in use are, most of them, made in the country and have wooden shares. Most of the axes and picks to be seen in the shops are manufactured in the United States; as also are many of the spades, shovels, and hoes, a few only coming from England and Germany. There is at present very little demand for machinery of any kind.

SUGAR.

In spite of the fact that sugar cane grows luxuriantly, no sugar is manufactured. All the sugar consumed in the country is imported from Buenos Ayres, and is of French manufacture. About 8,000 barrels of 115 kilos each are imported annually.

RICE.

Three thousand bags of Rangoon, called here Bremen rice, and 1,000 bags of Italian, known as "Piemonte," it is estimated, are imported yearly. Only a small quantity of rice is grown in the country. It is inferior to the imported rice and costs from \$6.50 to \$7, Paraguayan money, the arroba (25 pounds).

CANDLES.

Most of the stearin candles imported are supplied by Amsterdam firms. Tallow and wax candles are made in the country.

KEROSENE OIL.

Kerosene oil is imported from the United States—about 10,000 boxes annually.

BEER, WINES, AND SPIRITS.

A certain quantity of beer manufactured in Germany, Montevideo, and Buenos Ayres is imported in bottles, but most of the beer consumed is of local make. On account of their lightness and suitability to the climate, these beers are preferred to those manufactured in England. Wines in the cask and in bottles are imported from France, Italy, and Spain; wine is manufactured in the country. The consumption of foreign spirits is not large.

PRINCIPAL CROPS.

The principal crops raised are maize, manioc, sugar cane, tobacco, alfalfa (lucerne), and beans. Maize and manioc form the staple food of the peasant class and poorer townspeople. It is found very difficult to keep the former any length of time, as no sooner is it stored than it is attacked by the weevil. The price of maize varies between 50 cents (8 cents gold) and \$2 (33 cents gold) per arroba (25 pounds). Manioc, called mandioca in Spanish, is still the substitute for bread with a great number of the peasant population. In the towns flour mills and bakeries have been set up and bread has largely taken the place of manioc.

WHEAT.

Wheat is imported from Argentina. Many attempts have been made to grow this cereal in Paraguay, but hitherto without success.

SUGAR CANE.

Sugar cane grows well, and there are numerous plantations scattered over the country; but as yet little advantage has been derived from its cultivation. No

sugar is produced. A company has lately been formed for the purpose of completing the construction and of working a sugar factory at Ibitimi, on the railway, the owner of which became bankrupt before the buildings and works could be finished. The required capital, however, has not yet been subscribed. Almost the sole use to which the Paraguayans put their sugar cane is for distillation, out of which they manufacture caña, or rum. Crushing mills, made of wood, and small distilleries abound all over the country.

ALFALFA.

Alfalfa (lucern) gives from four to five crops in the year, and sells at from 30 cents to about \$1.30 per arroba. The weeds are said to interfere considerably with the cultivation of this plant.

COFFEE.

Coffee is still in the experimental stage of cultivation, but numerous plantations are now being made in different parts of the country, and especially in the Government settlements. The largest plantation is to be found in the Department of Emboscada, near the colony of San Bernardino, a German settlement, situated on the northern shore of Ipacary Lagoon, which lies close to the railway station of Patiño-cué, and distant from Asuncion about 36 kilometers. There are in this plantation already some 200,000 trees bearing fruit, which is declared by some to be superior to the Brazilian berry. The results so far are considered satisfactory and encouraging, but whether the venture will ultimately prove a profitable one it is not at present possible to say. The Government assists the coffee planters by granting them facilities for acquiring seed and by offering a reward of 30 cents for every plant transplanted and in good condition at the time of application. A loan of 30 cents for each plant may also be obtained, and, if granted, is payable in two yearly installments of 15 cents per plant.

COTTON.

The cotton tree is also cultivated here and there in small quantities. The quality is excellent. Were laborers reliable and procurable in sufficient numbers, there is no reason why cotton should not be cultivated on a larger scale than it is at present. The Agricultural Bank (Banco Agricola) is prepared to buy cotton with the seed at \$4 (at present equivalent to 62 cents gold) per arroba, and cleaned at \$12, or \$1.80 gold, per arroba (25 pounds).

OTHER TEXTILE PLANTS.

There are several kinds of textile plants to be found in the country, among which may be mentioned caraguata, which is a species of wild pineapple and grows in profusion in many parts. Ramie has been grown successfully in various parts, and it was found that four or five gatherings could be made in the course of a year; but the plantations had to be abandoned, owing to the want of decorticating machinery.

COCOA-PALM OIL.

The cocoa palm abounds in all parts of the country. The oil produced from the kernel is said to be of excellent quality, and is used here chiefly in the manufacture of soap. Samples of this oil have been sent to Europe by the Agricultural Bank in Asuncion, and orders have been received from England and Italy for large quantities—far larger than it is in the power of the bank to supply at present. The price paid by the bank for the kernel is \$2.70 per 25 pounds.

NEED OF COCOANUT-CRUSHING MACHINES.

It would be right, perhaps, to mention here that for the proper development of the cocoa oil business in this country, good hand machines for cracking the nuts are required. The few already in use are put together in Asunción, and do not give good results. The machine should be constructed to crack the shell without damaging the kernel, and should turn out about 50 pounds of nuts per hour. The shells should be broken just sufficiently to enable a man to extract the kernel afterwards with his hands, and at least 90 per cent of the kernels should issue whole from the machine. The machine ought to be as simple as possible in construction and made of strong material. The price ought not to exceed £10. As the nut is not of a uniform size, a kind of sifter should be inserted which would convey the large and small nuts to crackers of corresponding size. A certain number of machines of this description would be certain to find a ready sale.

CATTLE BREEDING.

Cattle breeding is a better paying business than most others at present carried on in Paraguay; it is, at least, said to be one of the safest. The yearly increase on the entire herd on an estancia may be reckoned at from 25 to 35 per cent, but the latter figure would probably only be reached on estancias where the animals receive proper care and where the pasture is above the average.

Epizootic diseases among cattle are of rare occurrence, though there are other dangers to which they are frequently exposed, and to which they often fall victims. These are fly and snake bites, maggots, droughts, and, occasionally, jaguars.

PRICE OF LAND.

The best camps are to be found in the departments of Villa Concepcion, San Pedro, San Estanislau, Ajos, Misiones, Neembucu, Caacupá, and Caazapá. A square league of land (5,760 acres) can be purchased for £45 and upward, the price varying according to the class of land, situation, and the kind of grass which it produces. Some land, belonging to the Anglo-Paraguayan Company, Limited, who own some 3,460 square miles of land in the Republic, was recently sold for as much as £500 a league, but this is an exceptional price to pay, and any quantity of land, perhaps equally as good, can be bought for considerably less than half that sum.

When buying land in Paraguay great caution must be exercised, as the titles may be, and very often are, defective. Before signing a contract, therefore, the opinion of a respectable lawyer should be taken as to the validity of the vendor's title.

INDUSTRIES.

With the exception of the yerba, timber, tobacco, and fruit-growing industries, there are but few of much importance carried on in this country. There are several breweries, tanneries, match factories, and flour mills established in and near Asunción. There is also a soap factory near the town, and soap of a fairly good quality is manufactured from the oil of the palm nut. Bricks and tiles, earthenware jars and bottles, brooms, and palm-leaf hats, ice, preserves of fruit, soda water, cigars and cigarettes, and candles are also manufactured in the capital and various other parts of the country. Distilleries for the production of caña—a very pure kind of rum—exist, as I have already observed, all over the country. A peculiar and pretty kind of lace is made by the women; also tablecloths, napkins, counterpanes, shirts, and excellent hammocks of coarse native-grown cotton. Tallow and wax candles are also made by the native women.

SHIPPING.

There are two lines of passenger steamers plying between the port of Asunción and River Plate, each of which runs one steamer weekly. There is also a fortnightly service of the Brazilian Lloyd's boats (cargo only) between Montevideo and Corumba, calling at Buenos Ayres and Asunción.

PERU.

THE GOLD DISTRICT OF CARABAYA.

A report on the gold district of Carabaya, in Peru, prepared by Mr. E. J. PREW, a civil engineer who personally inspected the mines, has recently been forwarded to the Department of State by Minister DUDLEY, at Lima, and is indorsed by him as being one of the most authentic and reliable descriptions of that region.

It is the opinion of Mr. PREW that, comparatively speaking, the country has not been opened up at all, veins and deposits of great richness existing everywhere. As the country is covered with a thick forest growth it does not lend itself easily to prospecting. The mines generally are discovered from the deposits washed down by rivers and streams, which, traced to their source, lead to the discovery of the original mine. The most important mine at present being worked is the Santo Domingo, which was recently

purchased by an American company for \$285,000, gold, cash. This company has on the way to the mines a twenty-head stamp mill, with accessories, for crushing and amalgamating the ore. The vein of the Santo Domingo varies from 1 foot 6 inches to 8 feet in width and carries gold in all parts, varying from 8 to 800 ounces per ton, and in some instances almost pure streaks of gold have been found. The workmen employed are mainly Indians, who are paid 40 cents per day, Bolivian money. Other rich mines in this district are the San Juan, Raquel, and the Maria, whose yield for the last eighteen months, taken in conjunction with that of the Santo Domingo, has aggregated 2,500 pounds of the precious metal.

Purchasers of gold mines are allowed three months, after denouncement is made, in which to look up the title; an additional ninety days is usually permitted, at the expiration of which time, if possession is not taken, the property is regarded as free for denouncement by other parties. From the time of the establishment of a clear title, the Peruvian Government receives annually 15 soles per pertenencia (100 meters).

The great drawback to the successful exploitation of this region lies in the lack of means of communication. Goods are transported on the backs of Indian carriers, and travelers make their journeys for the most part on mules. In crossing rivers too deep to ford, and where no rafts exist, an iron cable is flung across, to which the traveler is suspended in a light car or basket, and then by a system of pulleys or small reels drawn to the other shore. For the transportation of machinery the cost is excessive, from the nearest railway station on the Juliaca-Sicuani branch the charge being \$250 per ton.

RAILWAY CONSTRUCTION.

In the MONTHLY BULLETIN of December, 1895, the main points of the concession granted to Mr. CUTHBERT B. JONES, and associates, citizens of the United States, were given. In fulfillment of their contract these gentlemen recently organized in the United States a corporation under the name of Pacific Company, and engineers are now in the field actively engaged in laying out the lines of the railway named in their concession. The main line

will have its initiative at the port of Cherrepe, extending eastward into the transandine province of Hualgayoc, a distance of about 230 kilometers. It will open up a region of vast wealth in coal, silver, and petroleum, and an agricultural district rich in possibilities of sugar-cane, rice, grains, coffee, cocoa, and tobacco culture. It is stated that as soon as this line is completed to the inexhaustible coal fields of Hualgayoc, a coal of a bituminous-anthracite quality, as rich as that found in Pennsylvania, will be sold at the seaport of Cherrepe at \$2 per ton, in competition with English and other coals now selling at the same point at from \$7 to \$20 per ton. With this great difference in price it is believed that these mines will be enabled to supply the markets of the Pacific Coast from Chile to San Francisco, reaching also to the markets of Japan and China.

The ministry of Peru, as recently organized, is as follows:

Premier and Minister of Interior, Señor ROMAÑA.

Minister of Foreign Affairs, Señor RIVA-AGUERO.

Minister of Finance, Señor REY.

Minister of Public Works, Señor FLORES.

Minister of Justice, Señor LAVALLE Y PARDO.

Minister of War and Navy, Señor ROSA GIL.

UNITED STATES.

TRADE WITH LATIN-AMERICA.

MONTHLY STATEMENT OF IMPORTS AND EXPORTS.

Following is the latest monthly statement from figures compiled by the Bureau of Statistics, United States Treasury Department, WORTHINGTON C. FORD, Chief, showing the trade between the United States and the Latin-American countries in leading articles, with a comparative statement for the corresponding month of the preceding year. The report is for the month of October, corrected to December 4, 1897. It should be explained that the figures from the various custom-houses showing imports and exports for any one month are not received at the Treasury Department until about the 20th of the following month, and

some time is necessarily consumed in compilation and printing, so that the returns for October, for example, are not published until some time in December:

Imports and Exports, October, 1897.

IMPORTS OF MERCHANDISE BY THE UNITED STATES.

Articles and countries.	October.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Chemicals:				
Logwood (<i>Palo campeche</i> ; <i>Páu campeche</i> ; <i>Campêche</i>) (tons)—				
Mexico			20	\$250
Coal, bituminous (<i>Carbón bituminoso</i> ; <i>Carvão betuminoso</i> ; <i>Charbon de terre bitumineux</i>) (tons):				
Mexico	8, 136	\$18, 147	7, 986	14, 509
Cocoa (<i>Cacao</i> ; <i>Coco ou Cacão cru</i> ; <i>Cacão</i>) (pounds):				
Central America				
Brazil	462, 872	36, 269	44, 047	4, 464
Other South America	1, 439, 076	132, 170	780, 715	52, 764
Coffee (<i>Café</i> ; <i>Café</i> ; <i>Café</i>) (pounds):				
Central America	207, 768	34, 971	300, 965	44, 935
Mexico	341, 717	46, 339	1, 208, 400	147, 234
Brazil	43, 225, 973	4, 151, 463	57, 594, 505	4, 246, 517
Other South America	6, 803, 457	1, 001, 601	6, 802, 086	784, 209
Cotton, unmanufactured (<i>Algodón en rama</i> ; <i>Algodão em rama</i> ; <i>Coton, non manufacturé</i>) (pounds):				
South America	17, 394	2, 248	58, 840	5, 049
Fibers:				
Sisal grass (<i>Henequén</i> ; <i>Henequen</i> ; <i>Hennequen</i>) (tons)—				
Mexico	2, 304	148, 224	6, 363	420, 736
Fruits:				
Bananas (<i>Plátanos</i> ; <i>Bananas</i> ; <i>Bananes</i>)—				
Central America		95, 049		98, 657
Cuba		1, 195		
South America		41, 730		25, 115
Hawaiian Islands		4, 668		3, 238
Oranges (<i>Naranjas</i> ; <i>Laranjas</i> ; <i>Oranges</i>)—				
Mexico		45, 786		25, 234
Cuba		154		110
Fur skins (<i>Pieles finas</i> ; <i>Pelles</i> ; <i>Fou- rures</i>) (pounds):				
South America		1, 505		4, 009

Imports and Exports, October, 1897—Continued.

IMPORTS OF MERCHANDISE BY THE UNITED STATES—Continued.

Articles and countries.	October.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Hides and skins (<i>Cueros y pieles; Couros e pelles; Cuirs et peaux</i>) (pounds):				
Central America.....	146, 846	\$18, 295	93, 190	\$9, 057
Mexico	792, 160	88, 992	1, 048, 756	126, 711
South America	2, 340, 518	317, 947	2, 967, 413	493, 681
India rubber, crude (<i>Goma elástica cruda; Borracha crúa; Caoutchouc, brut</i>) (pounds):				
Central America.....	63, 945	32, 080	39, 770	15, 999
Mexico	7, 573	2, 512	4, 313	1, 335
Brazil.....	2, 207, 098	1, 197, 593	1, 458, 182	817, 375
Other South America.....	95, 146	27, 731	210, 459	85, 807
Lead, in pigs, bars, etc. (<i>Plomo en galápagos, barras, etc.; Chumbo em linguados, barras, etc.; Plombs, en saumons, en barres, etc.</i>) (pounds):				
Mexico	12, 167, 836	123, 800	10, 377, 605	114, 467
Sugar, not above No. 16 Dutch standard (<i>Azúcar, no superior al No. 16 de la escala holandesa; Assucar não superior ao No. 16 de padrão holandez; Sucre, pas au-dessus du type hollandais No. 16</i>) (pounds):				
Mexico	7, 497	196	14, 343	391
Cuba	2, 846, 596	47, 439	.....	.....
Brazil .....	.....	.....	.....	.....
Other South America	9, 774, 173	195, 219	7, 048, 462	141, 141
Hawaiian Islands.....	18, 504, 923	574, 386	26, 426, 128	843, 599
Tobacco, leaf (<i>Tabaco en rama; Tabaco em folha; Tabac en feuilles</i>) (pounds):				
Mexico	40, 143	22, 281	63, 455	25, 240
Cuba	84, 417	32, 089	92, 833	37, 581
Wood, mahogany (<i>Madera, caoba; Mogno; Acajou</i>) (M feet):				
Central America.....	21	522	832	19, 877
Mexico	652	16, 795	775	42, 089
Cuba .....	.....	.....	.....	.....
South America	2	190	5	266
Wool (<i>Lana; Lã; Laine</i>) (pounds):				
South America—				
Class 1	37, 722	4, 125	.....	.....
Class 2 .....	.....	.....	.....	.....
Class 3	18, 116	1, 191	1, 169, 911	91, 240

Imports and Exports, October, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897.

Articles and countries.	October.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Agricultural implements (<i>Instrumentos de agricultura; Instrumentos de agricultura; Machines agricoles</i>):				
Central America.....		\$6, 262		\$3, 471
Mexico.....		8, 944		6, 409
Santo Domingo.....		89		21
Cuba.....		68		211
Puerto Rico.....		593		358
Argentina.....		48, 507		44, 765
Brazil.....		1, 954		2, 459
Colombia.....		118		32
Other South America.....		20, 070		21, 547
Animals:				
Cattle (<i>Ganado Vacuno; Gado; Be-tail</i>)—				
Central America.....	9	280	3	310
Mexico.....	73	2, 990	76	5, 475
South America.....	3	280		
Hogs (<i>Cerdos; Porcos; Cochons</i>)—				
Mexico.....	2, 927	32, 660	64	619
Horses (<i>Caballos; Carvallos; Che-vaux</i>)—				
Mexico.....	352	14, 815	69	3, 691
Books, maps, engravings, etc. (<i>Libros, mapas, grabados, etc.; Livros, mappas, gravuras, etc.; Livres, cartes de géographie, gravures, etc.</i>):				
Central America.....		6, 754		7, 408
Mexico.....		7, 301		8, 871
Santo Domingo.....		68		53
Cuba.....		24, 991		6
Puerto Rico.....		2, 121		48
Argentina.....		847		2, 255
Brazil.....		13, 530		24, 635
Colombia.....		12, 785		670
Other South America.....		1, 351		5, 495
Breadstuffs:				
Corn (<i>Maiz; Milho; Maïs</i>) (bush-els):				
Central America.....	4, 199	1, 525	5, 177	3, 004
Mexico.....	995, 734	359, 984	7, 125	2, 231
Santo Domingo.....			54	25
Cuba.....	30, 261	10, 267	85, 406	32, 470
Puerto Rico.....				
South America.....	2, 007	738	48, 623	18, 828
Wheat (<i>Trigo; Trigo; Blé</i>) (bush-els):				
Central America.....	3, 271	2, 647	6, 706	7, 955
Mexico.....				
South America.....	312	261	151, 877	160, 577

Imports and Exports, October, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897—Continued.

Articles and countries.	October.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Breadstuffs—Continued.				
Wheat flour (<i>Harina de trigo; Farinha de trigo; Farine de blé</i>) (barrels):				
Central America.....	21, 095	\$78, 771	15, 853	\$77, 349
Mexico	1, 864	7, 237	521	2, 310
Santo Domingo.....			2, 042	10, 634
Cuba	9, 830	37, 365	22, 408	113, 847
Puerto Rico.....	14, 805	55, 736	4, 740	24, 948
Brazil	45, 038	196, 635	69, 969	353, 548
Colombia	11, 178	44, 274	12, 040	56, 595
Other South America.....	32, 304	113, 247	34, 359	168, 836
Carriages, cars, etc., and parts of (<i>Carruages, carros y sus accesorios; Carruagens, carros; e partes de carros; Voitures, wagons et leurs parties</i>):				
Central America.....		7, 622		2, 241
Mexico		37, 004		46, 384
Santo Domingo.....		3, 160		1, 132
Cuba		100		398
Puerto Rico.....		132		1, 048
Argentina.....		6, 770		23, 052
Brazil		1, 337		4, 507
Colombia		10, 071		1, 486
Other South America.....		3, 880		7, 604
Cycles and parts of (<i>Biciclos y sus accesorios; Bicyclos e accesorios; Bicyclettes et leurs parties</i>):				
Central America.....		9, 020		50
Mexico		4, 465		3, 748
Santo Domingo.....		440		58
Cuba		5		517
Puerto Rico.....		250		451
Argentina.....		2, 031		5, 134
Brazil		1, 150		7, 056
Colombia		1, 832		2, 141
Other South America.....		3, 647		5, 339
Clocks and watches (<i>Relojes de pared y de bolsillo; Relogios de parede e de bolso; Pendules et montres</i>):				
Central America.....		517		307
Mexico		2, 986		1, 023
Argentina.....		1, 591		4, 887
Brazil		9, 058		4, 204
Other South America.....		8, 759		11, 684
Coal (<i>Carbón; Carvão; Charbon</i>) (tons):				
Central America.....	185	746	1, 714	4, 111
Mexico	11, 158	36, 819	17, 375	55, 739
Santo Domingo.....	286	1, 378	2	14

Imports and Exports, October, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897—Continued.

Articles and countries.	October.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Coal (<i>Carbón; Carvão; Charbon</i>) (tons)—Continued.				
Cuba	10, 549	\$28, 231	23, 501	\$55, 412
Puerto Rico.....	3, 692	9, 696	1, 361	3, 251
Brazil.....	1, 876	9, 383		
Colombia	11	51	3, 930	15, 720
Other South America.....	300	725	95	458
Cotton, unmanufactured (<i>Algodón no manufacturado; Algodão não ma- nufacturado; Coton non manufac- turé</i>) (pounds):				
Mexico	2, 044, 702	182, 933	1, 215, 318	89, 332
Cotton cloths (<i>Tejidos de algodón; Fazendas de algodão; Coton, ma- nufacturé</i>) (yards):				
Central America.....	1, 115, 758	64, 091	377, 535	14, 332
Mexico	413, 288	28, 079	403, 369	26, 323
Santo Domingo.....	177, 876	8, 799	205, 975	9, 801
Cuba	37, 400	3, 205	36, 468	2, 501
Puerto Rico.....	2, 000	213	1, 256	122
Argentina.....	445, 811	33, 443	110, 922	6, 807
Brazil	760, 994	51, 367	745, 135	49, 573
Colombia	721, 001	36, 140	542, 933	26, 122
Other South America.....	2, 998, 068	156, 545	2, 009, 866	104, 369
Wearing apparel (cotton) (<i>Ropa de algodón; Roupa de algodão; Vête- ments en coton</i>):				
Central America.....		13, 061		6, 024
Mexico		48, 292		27, 567
Santo Domingo		3, 958		940
Cuba		4, 294		555
Puerto Rico.....		559		191
Argentina.....		5, 168		1, 430
Brazil		8, 541		4, 294
Colombia		4, 804		2, 443
Other South America.....		7, 343		1, 436
Fruits and nuts (<i>Frutas y nueces, Frutas e nozes; Fruits et noixettes</i>):				
Central America.....		6, 272		2, 734
Mexico		7, 068		4, 925
Santo Domingo.....		190		202
Cuba		6, 596		6, 462
Puerto Rico.....		730		548
Argentina.....		500		1, 696
Brazil		5, 213		7, 631
Colombia		939		1, 325
Other South America.....		3, 758		2, 876
Hides and skins (<i>Cueros y pieles; Couros e peles; Cuirs et peaux</i>) (pounds):				
Central America.....				
Mexico	46, 239	4, 685	12	20

Imports and Exports, October, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897—Continued.

Articles and countries.	October.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Hops (<i>Lúpulos; Lupulos; Houblon</i>) (pounds):				
Central America.....	945	\$82	2, 340	\$315
Mexico.....	230	21	417	58
Santo Domingo.....	786	79		
Cuba.....				
Puerto Rico.....	1, 255	150		
South America.....	1, 552	166	1, 087	140
Instruments:				
Electric and scientific apparatus (<i>Aparatos eléctricos y científicos;</i> <i>Appareilhos electricos e científicos;</i> <i>Appareils électriques et scientifiques</i>)—				
Central America.....		5, 217		1, 301
Mexico.....		12, 961		21, 787
Argentina.....		8, 725		7, 041
Brazil.....		17, 003		4, 069
Other South America.....		13, 443		7, 724
Iron and Steel, Manufactures of:				
Builders' hardware, and saws and tools (<i>Materiales de metal para</i> <i>construcción, sierras y herra-</i> <i>mientas; Ferragens, serras e</i> <i>ferramentas; Matériaux de</i> <i>construction en fer et acier, scies</i> <i>et outils</i>)—				
Central America.....		12, 329		6, 896
Mexico.....		32, 806		19, 078
Santo Domingo.....		554		1, 715
Cuba.....		10, 308		4, 651
Puerto Rico.....		2, 388		1, 049
Argentina.....		12, 905		8, 693
Brazil.....		23, 239		13, 446
Colombia.....		11, 393		5, 831
Other South America.....		21, 157		21, 159
Sewing machines and parts of (<i>Má-</i> <i>quinas de coser y accesorios;</i> <i>Machinas de coser e accessorios;</i> <i>Machines à coudre et leurs par-</i> <i>ties</i>)—				
Central America.....		3, 930		1, 417
Mexico.....		7, 022		16, 537
Santo Domingo.....		66		387
Cuba.....		450		140
Puerto Rico.....		21		
Argentina.....		6, 423		7, 967
Brazil.....		16, 484		3, 716
Colombia.....		7, 640		6, 380
Other South America.....		12, 945		9, 711

Imports and Exports, October, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897—Continued.

Articles and countries.	October.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Iron and Steel, Manufactures of—C't'd.				
Typewriting machines and parts of (<i>Máquinas de escribir y accesorios; Machinas de escribir e accesorios; Machines à écrire et leurs parties</i>)—				
Central America.....		\$2, 074		
Mexico.....		1, 662		\$2, 785
Santo Domingo.....		82		
Cuba.....				205
Puerto Rico.....		205		
Argentina.....		1, 298		45
Brazil.....		238		245
Colombia.....		443		555
Other South America.....		1, 220		2, 476
Leather, other than sole (<i>Cuero, distinto del de suela; Couro não para solas; Cuirs, autres que pour semelles</i>):				
Central America.....				928
Mexico.....		1, 767		1, 426
Santo Domingo.....				130
Cuba.....		341		
Puerto Rico.....		6		554
Argentina.....		162		
Brazil.....		1, 162		3, 480
Colombia.....		115		170
Other South America.....		1, 308		1, 143
Boots and shoes (<i>Calzado; Calçados; Chaussures</i>):				
Central America.....		9, 659		5, 722
Mexico.....		3, 045		3, 951
Colombia.....		2, 467		3, 339
Other South America.....		1, 946		3, 827
Naval stores: Resin, tar, etc. (<i>Resina y alquitran; Resina e alcatrão; Résine et goudron</i>), (barrels):				
Central America.....	469	1, 106	303	726
Mexico.....	306	810	81	279
Santo Domingo.....	41	123	410	590
Cuba.....	342	681	351	640
Puerto Rico.....	32	59	97	193
Argentina.....	7, 320	13, 329		
Brazil.....	6, 145	12, 322	9, 355	15, 329
Colombia.....	896	1, 791	379	749
Other South America.....	4, 149	8, 674	3, 821	7, 523
Turpentine, spirits of (<i>Aguarrds; Agua-raz; Térébenthine</i>)(gallons):				
Central America.....	857	253	255	103
Mexico.....	236	89	292	111

Imports and Exports, October, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897—Continued.

Articles and countries.	October.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Turpentine—Continued.				
Santo Domingo.....	110	\$35	25	\$8
Cuba.....	7,911	2,315	5,020	1,660
Puerto Rico.....	1,249	391	367	144
Argentina.....			13,560	5,293
Brazil.....	12,578	3,235	12,770	4,389
Colombia.....	1,142	444	694	257
Other South America.....	6,443	2,032	10,311	3,842
Oils, mineral, crude (<i>Aceites, minerales, crudos; Oleos, mineraes, crús; Huiles minérales, brutes</i>) (gallons):				
Mexico.....	6,078	908	657,613	26,868
Cuba.....	29,308	2,190		
Puerto Rico.....	111,667	10,900	102,570	9,098
Oils, mineral, refined or manufactured (<i>Aceites, minerales, refinados ó manufacturados; Oleos, mineraes, refinados ó manufacturados; Huiles, minérales, raffinées, ou manufacturées</i>) (gallons):				
Central America.....	63,794	9,186	68,057	7,694
Mexico.....	41,523	8,895	60,156	12,723
Santo Domingo.....	12,493	2,295	2,209	418
Cuba.....	1,796	431	4,654	945
Puerto Rico.....	41,835	4,946	11,812	1,477
Argentina.....	2,343,800	200,403	1,346,839	119,177
Brazil.....	1,078,245	93,502	1,060,352	77,196
Colombia.....	89,478	9,201	56,233	5,659
Other South America.....	651,540	70,344	793,971	73,066
Oils, vegetable (<i>Aceites, vegetales; Oleos, vegetaes; Huiles, végétales</i>) (gallons):				
Central America.....	4,514	1,250	656	242
Mexico.....	303,721	56,763	104,502	19,405
Santo Domingo.....	2,774	776	3,884	1,309
Cuba.....			2,790	694
Puerto Rico.....				
Argentina.....				
Brazil.....	22,600	6,028	65,098	17,233
Other South America.....	11,797	3,672	35,071	11,472
Paraffin and paraffin wax (<i>Parafina y cera de parafina; Paraffina e cera de paraffina; Paraffine et cire faite de cette substance</i>) (pounds):				
Central America.....	69,800	4,064	18,000	890
Mexico.....	173,134	9,628	451,274	19,160
Brazil.....	27,650	1,648	20,273	980
Other South America.....			33,794	1,884

Imports and Exports, October, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897—Continued.

Articles and countries.	October.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Provisions, comprising meat and dairy products:				
Beef, canned (<i>Carne de vaca en latas; Carne de vacca em latas; Bœuf en conserves</i>) (pounds)—				
Central America.....	19,064	\$2,245	15,548	\$1,572
Mexico.....	13,740	1,811	8,408	1,047
Santo Domingo.....	576	44		
Cuba.....	1,056	81	10,752	855
Puerto Rico.....			192	15
Argentina.....				
Brazil.....	60,500	4,915	2,500	192
Colombia.....	2,614	266	4,228	360
Other South America.....	12,216	998	16,692	1,519
Beef, salted or pickled, (<i>Carne de vaca, salada ó en salmuera; Carne de vacca, salgada ou em salmoura; Bœuf, salé ou en saumure</i>) (pounds)—				
Central America.....	39,900	1,809	72,570	3,393
Mexico.....	200	10	1,400	71
Santo Domingo.....	6,500	301	2,600	130
Cuba.....	2,000	95	46,685	2,313
Puerto Rico.....	19,500	945	400	21
Brazil.....	2,500	122	1,000	43
Colombia.....	27,300	1,141	13,200	730
Other South America.....	274,836	11,252	316,220	16,370
Tallow (<i>Sebo; Sebo; Suif</i>) (pounds):				
Central America.....	239,814	10,543	73,547	3,819
Mexico.....	174,307	6,078	60,127	2,796
Santo Domingo.....	5,962	306	62,500	1,780
Cuba.....	17,900	530	13,994	469
Colombia.....	10,010	524	81,135	3,213
Other South America.....	31,131	1,333	29,807	1,441
Bacon (<i>Tocino; Toucinho; Lard fumé</i>) (pounds):				
Central America.....	27,510	1,804	16,243	1,303
Mexico.....	7,927	799	9,634	962
Santo Domingo.....	5,338	804	2,900	193
Cuba.....	656,615	39,334	667,220	48,125
Puerto Rico.....	36,417	2,041	32,302	2,088
Brazil.....	600,390	37,834	450,617	31,401
Colombia.....	2,446	170	2,778	196
Other South America.....	9,811	647	30,925	2,513
Hams (<i>Jamones; Presunto; Jam-bons</i>) (pounds):				
Central America.....	17,102	1,848	13,622	1,450
Mexico.....	59,383	5,758	20,901	2,104
Santo Domingo.....	4,819	573	5,764	650
Cuba.....	380,022	34,189	395,238	42,471
Puerto Rico.....	71,504	6,400	150,144	12,793

Imports and Exports, October, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897—Continued.

Articles and countries.	October.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Provisions, etc.—Continued.				
Hams—Continued.				
Brazil.....	1, 912	\$190	152	\$11
Colombia.....	11, 450	1, 004	10, 085	1, 025
Other South America.....	41, 952	4, 450	79, 427	8, 971
Pork (<i>Carne de puerco; Carne de porco; Porc</i>) (pounds):				
Central America.....	140, 420	5, 369	116, 750	5, 505
Santo Domingo.....	7, 200	257	3, 800	186
Cuba.....	25, 200	1, 240	16, 400	865
Puerto Rico.....	412, 600	16, 942	369, 800	19, 163
Brazil.....	9, 800	485	1, 000	46
Colombia.....	9, 700	534	7, 150	428
Other South America.....	328, 900	13, 536	298, 900	15, 767
Lard (<i>Manteca; Banha; Saindoux</i>) (pounds):				
Central America.....	134, 854	7, 837	143, 866	8, 278
Mexico.....	663, 536	29, 246	518, 610	24, 120
Santo Domingo.....	20, 720	1, 218	31, 258	1, 742
Cuba.....	1, 701, 220	85, 049	2, 844, 033	143, 631
Puerto Rico.....	540, 487	27, 069	299, 404	17, 135
Argentina.....	5, 880	360		
Brazil.....	393, 040	23, 575	1, 230, 061	79, 686
Colombia.....	381, 198	19, 118	175, 448	10, 877
Other South America.....	883, 514	48, 423	888, 561	53, 647
Oleo and oleomargarine (<i>Grasa y oleomargarina; Oleo e oleomargarina; Oléo et oléomargarine</i>) (pounds):				
Central America.....	60	8		
Mexico.....	560	65		
Colombia.....	1, 000	82	11, 800	1, 066
Other South America.....	8, 700	781	18, 821	1, 812
Butter (<i>Mantequilla; Manteiga; Beurre</i>) (pounds)—				
Central America.....	17, 206	3, 074	16, 443	3, 031
Mexico.....	19, 354	3, 302	14, 431	2, 067
Santo Domingo.....	3, 120	482	3, 455	477
Cuba.....	2, 425	401	2, 311	376
Puerto Rico.....				
Brazil.....	13, 383	2, 212	28, 603	2, 968
Colombia.....	6, 648	932	9, 836	1, 376
Other South America.....	49, 815	6, 585	29, 118	4, 138
Cheese (<i>Queso; Queijo; Fromage</i>) (pounds)—				
Central America.....	14, 413	1, 582	6, 587	774
Mexico.....	12, 122	1, 396	8, 272	996
Santo Domingo.....	2, 432	287	2, 533	321
Cuba.....	2, 960	606	30, 605	3, 361
Puerto Rico.....	1, 399	146		
Brazil.....				

Imports and Exports, October, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897—Continued.

Articles and countries.	October.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Provisions, etc.—Continued.				
Cheese—Continued.				
Colombia	9, 099	\$977	6, 548	\$836
Other South America.	11, 464	1, 279	7, 473	966
Sugar, refined (<i>Azúcar refinado; Assucar refinado; Sucre raffiné</i>) (pounds)—				
Central America.....	96, 426	4, 327	76, 248	3, 960
Mexico	17, 120	867	7, 651	377
Santo Domingo.....	4, 469	221	2, 820	159
Colombia	78, 504	3, 763	63, 125	3, 354
Other South America.....			18, 858	1, 028
Tobacco, unmanufactured (<i>Tabaco no manufacturado; Tabaco não manufacturado; Tabac non manufacturé</i>) (pounds):				
Central America.....	8, 805	810	15, 330	1, 939
Mexico	120, 205	10, 344	44, 762	4, 479
Argentina.....	16, 300	1, 650		
Colombia	1, 450	202	800	125
Other South America.....	46, 652	4, 041	69, 658	5, 841
Tobacco, manufactures of (<i>Manufacturas de tabaco; Manufacturas de tabaco; Tabac fabriqué</i>):				
Central America.....		3, 035		2, 132
Mexico		96		293
Cuba		4, 588		26, 892
Argentina.....		9, 600		37
Brazil		675		
Colombia		171		
Other South America.....		5, 495		2, 707
Wood, unmanufactured (<i>Madera no manufacturada; Madeira não manufacturada; Bois brut</i>):				
Central America.....		12, 403		3, 179
Mexico		15, 726		15, 552
Cuba		1, 183		188
Argentina.....		251		774
Brazil				
Colombia		657		7, 066
Other South America.....		3, 152		
Lumber (<i>Maderas; Madeiras; Bois de construction</i>) (M feet)—				
Central America.....	553	6, 588	132	1, 742
Mexico	5, 327	74, 327	4, 107	51, 435
Santo Domingo.....	147	2, 804	452	5, 002
Cuba	1, 596	19, 603	2, 390	28, 439
Puerto Rico.....	987	12, 858	827	10, 888
Argentina.....	7, 467	100, 217	5, 955	65, 366
Brazil	2, 294	36, 956	2, 607	34, 415
Colombia	453	6, 556	36	509
Other South America.....	6, 495	86, 180	2, 650	32, 229

Imports and Exports, October, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897—Continued.

Articles and countries.	October.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Furniture (<i>Muebles; Mobilia; Meubles</i>)—				
Central America.....		\$11,521		\$4,959
Mexico.....		16,996		10,596
Santo Domingo.....		1,753		895
Cuba.....		1,860		3,071
Puerto Rico.....		1,663		557
Argentina.....		3,646		2,993
Brazil.....		5,380		6,811
Colombia.....		3,992		2,598
Other South America.....		10,714		9,923
Wool, raw (<i>Lana cruda; Lã crúa; Laines brutes</i>) (pounds)—				
Mexico.....	443,154	36,469		

NOTES FROM THE PRESIDENT'S MESSAGE.

In his message to Congress, delivered at the assembling of that body in regular session, on Monday, December 6, President McKINLEY refers to the subject of trade reciprocity with foreign countries in the following terms:

In order to execute as early as possible the provisions of the third and fourth sections of the revenue act approved July 24, 1897, I appointed the Hon. JOHN A. KASSON, of Iowa, a special commissioner plenipotentiary to undertake the requisite negotiations with foreign countries desiring to avail themselves of these provisions. The negotiations are now proceeding with several Governments, both European and American. It is believed that by a careful exercise of the powers conferred by that act some grievances of our and of other countries in our mutual trade relations may be either removed or largely alleviated, and that the volume of our commercial exchanges may be enlarged with advantage to both contracting parties.

Extended reference is made to the importance and utility to the commerce of the American Continent involved in the completion of the Nicaragua Canal. In regard to this project, the President says:

A subject of large importance to our country and increasing appreciation on the part of the people is the completion of the great highway of trade between the Atlantic and Pacific known as the Nicaragua Canal. Its utility and value to

American commerce is universally admitted. The commission appointed under date of July 24 last, "to continue the surveys and examinations authorized by the act approved March 2, 1895," in regard to "the proper route, feasibility, and cost of construction of the Nicaragua Canal, with a view of making complete plans for the entire work of construction of such canal," is now employed in the undertaking. In the future I shall take occasion to transmit to Congress the report of this commission, making at the same time such further suggestions as may then seem advisable.

NICARAGUA CANAL.

A convention will be held in Kansas City, Missouri, January 17 next, for the purpose of urging Congress to appropriate money to build the Nicaragua Canal. This movement is inaugurated by representative merchants, railroad men, manufacturers, and real-estate dealers of that city; the Governors of the Western States have been asked to name delegates to the convention and to attend in person.

Mr. JAMES H. HARKLESS, the prime mover in the enterprise, and president of the association, says in regard to it:

The Government could expend money in no way that would be more advantageous to the trans-Mississippi States than by cutting a ship way through the Isthmus and connecting the Atlantic and Pacific oceans. We are now building up a grain port (Port Arthur) at the terminus of the Pittsburg and Gulf road on the gulf coast that puts Kansas City much nearer the seaboard than it was before. A line of vessels will ply from this port to carry our grain and products to Europe. Why should these vessels not enter into Pacific competition as well as Atlantic? The only reason is because they must now go around Cape Horn, 10,000 miles farther than they would have to sail if this canal were open. The canal would bring directly to us the trade of the islands of the Pacific and put cheaper transportation between these Mississippi States and China. There is every reason why this Government should build, own and control the canal. DE LESSEPS's plan was to build a canal 30 miles long, and straight across the Isthmus. It has been estimated that the American canal would cost about \$100,000,000, but the outlay would be nothing compared with the benefit it would be to this country. If the United States does not build it some other government will.

IMPORTATION OF HIDES AND SKINS.

In order to supply their tanneries with raw material, the tanners of the United States are obliged, notwithstanding the immense stock of hides and skins furnished by the abattoirs of Chicago and other large cities, to have recourse to importation. The value

of the raw skins imported yearly reaches the sum of about \$20,000,000. The skins arrive either completely dried, or green and salted.

Of this quantity goatskins form almost half of the importations, Spain being the principal exporter. Next in value come ox and cow skins, imported chiefly from the Argentine Republic and Uruguay.

The importation of dressed skins, which used to be very large, has decreased considerably during the last decade. Morocco leather ranks first, with an annual import value of \$3,500,000; sheepskins second, valued at \$650,000, France being the greatest purveyor of this article; and lastly, sole leather, with an annual import figure of \$160,000. Hides, bark-tanned, reach a mean total of about \$20,000, and other hide products are imported in insignificant quantities

URUGUAY.

The following facts relating to the foreign trade of Uruguay, and its further development with the United States, are taken from a recent communication addressed to Director JOSEPH P. SMITH: "Our English friends are now making a determined effort to regain and hold trade on this side, and to that end everything is being done that is deemed wise and telling. It seems that the Germans, French, and some other nations—not our own—have been making great inroads on the trade formerly held by England, and hence the action of the Board of Trade. The reception of such action, however, is indicated by the inclosed slip from the *Montevideo Times* (English), and needs no explanation:

When a North American Commercial Commission was announced to visit these lands, the excitement was immense; the native papers filled their columns for weeks with accounts of the visitors, who they were and what they were going to do, and the fuss that was generally made was such that one might have thought a turning point in international commerce was being reached. Now the visit of an English Commission is announced, under official auspices, but so far we have not seen a single reference to it in any River Plate native paper. Yet the River Plate commerce with Great Britain is five times more important than that with the United States, and for all that we can see is likely to remain so. "There is something in this more than nature—if philosophy could find it out."

English capital has built all the railroads and has lost largely by it; it has done more than any other nation in bringing commerce up to the best level in the past, but to-day the Germans, French, and Italians have come into the field as most successful competitors on lines where losses are nominal, if any. All these have regular lines to the Plate country, and now even Japan proposes to put on two steamers of large freight capacity to trade here—and by that I mean South America. There has been no arrival in this port for many years of an American commercial steamer, and “we pay the freight” on the millions of exports to Uruguay, and imports therefrom to our own land. None of these other nations do that, but some of their transportation lines live wholly on American trade, and but for it would rush out. That they serve us well is true, but that it also hampers our trade in a number of ways can not be denied. Blessed is the nation that can control its own commerce in its own bottoms. The time will come when the policies suggested to American trade for the development of the commerce of South America, in mutual American interest both North and South, will find an adoption at home. No other field presents so great an advantage, no similar conditions exist elsewhere, and I am sure that the capital and enterprise of our people will yet see and appreciate the commercial glory awaiting them.

But the nation must move in the matter, as other nations do now, and have done. The examples of the past afford an abundant experience, both of success and failure, and our need of greater and more extended markets should impel swift action. The way is open to American commercial supremacy if the executive branch of the Government is given the proper power by the legislative branch. Greatness and wealth, “beyond the dreams of avarice,” are found on these lines; much longer delay on our part means permanent loss.

VENEZUELA.

FRONTIER COMMERCE WITH COLOMBIA.

The Congress of the United States of Venezuela at its last session enacted a code of laws governing the transit of commerce between that country and Colombia. These laws provide an

arrangement for the transit of foreign goods into the Republic of Colombia through the port of Maracaibo, and Cucuta, and reciprocally the transit of Colombian goods into Venezuela, intended for exportation via Maracaibo.

Article 2 of the code says:

The introduction of foreign merchandise through the port of Maracaibo in transit to Colombia shall be subject to all the formalities, conditions, and penalties established in the custom-house laws on foreign merchandise imported into Venezuela.

Merchandise intended for transit shall be sent under separate consular invoices, stating that the articles are destined for a point or points in Colombia. Goods so destined will be permitted to remain in deposit for thirty days at the Maracaibo custom-house. Before the removal of goods for shipment into the interior, the owner is required to deposit with the proper officials a *pro forma* certificate, blanks for which are obtainable at the custom-house.

In addition to the regular import duties charged at the custom-house, importers will pay 1 per cent on the amount of the invoice as a storage charge.

The same legislative decree establishes authority for the admission of Colombian manufactures and native products into Venezuela through the custom-house at San Antonio del Tachira.

Article 32 says:

Fruits and natural products of Colombia shall be admitted free of duty at the custom-houses of Maracaibo and Tachira as long as those of Venezuela enjoy the same privileges in Colombia.

By Article 33, native goods, manufactured in Colombia, are made subject to the payment of duties established in the tariff of Venezuela according to their respective classes. These laws went into effect on the first day of October of the present year, abrogating all previous laws relative to transit trade between the two countries.

THE NIAGARA PAN-AMERICAN EXPOSITION.

The October number of the BULLETIN contained an extended notice of the general design and scope of the Niagara Pan-American Exposition, with the names of the executive staff and leading promoters. The scheme, so meritorious in itself, designed

to bring into closer acquaintanceship the various peoples and industries of the Western Hemisphere, seems to be receiving the attention it deserves in the United States and elsewhere. The magnitude of the undertaking and the energy with which it is being forwarded has recommended it to the notice and favorable consideration of the National Government. Measures are being taken to obtain, by act of Congress, an appropriation adequate to give substantial aid and indorsement in putting the enterprise on a firm and certain footing, and to provide for the special exhibit of the United States. The names of the incorporators are a guaranty that the encouragement given by the Government will be heartily supplemented and the exposition made a rival in many particulars, and surpass in some respects, the World's Fair.

The site chosen is peculiarly suited to the purpose, being an island in the Niagara River containing abundant area and within plain view of the mighty cataract of Niagara, whose Titanic forces have lain dormant until the present time, serving merely as the grandest spectacle given by Nature to the eye of man. The time, too, is opportune to illustrate the national progress of the New World in the nineteenth century.

Mexico and the leading Republics of Central and South America have already made application for space in which to make their respective exhibits and the allotments have been made.

In speaking of the exposition and its purposes, Mr. R. C. HILL, the Secretary, says: "What we expect to do is to show the progress of this hemisphere along all the great lines, and we will have a wonderful exhibition of industry and art. It is not a World's Fair, and it is international only in that it is to be confined to this hemisphere. We think it will not only benefit us as to trade matters, but that it will also bring about a better feeling between the different countries. It will also be a kind of education along the line of the Monroe Doctrine. It will show that there is an America for Americans and why Americans should stand together. I see that the Pan-American Congress has been announced to meet in Washington in 1900. This, I believe, will be changed and the meeting be held here in 1899, at the time of our exposition. This was the idea that the Pan-American delegates had when we conferred here about the exposition last year."

The active management of the work is in the hands of Captain JOHN M. BRINKER, of Buffalo, as President, whose sagacity foresaw the practical uses to which the marvellous dynamic powers of the Falls might be applied and whose energies led to the building of the railroad into the gorge beneath them. His assistants, all of whom have had liberal training and experience in the form of work they now have in hand, are W. CARYL ELY, General Director; F. C. M. LAUTZ, Treasurer; and RICHMOND C. HILL, Secretary.

An entire floor of the Coal and Iron Exchange Building, Buffalo, N. Y., is appropriated for use as general offices of the Company, and it is purposed to establish branch offices in New York City, Chicago, and Washington, D. C.

TRADE IN MACHINERY AND TOOLS IN SPANISH AMERICA.

The *Revue du Commerce* of December 4, 1897, publishes a very valuable and timely article concerning the class of machinery and agricultural implements suitable for importation into Latin-America and other tropical countries. The demand for such manufactures is increasing daily, the principal obstacle to a more rapid development of the trade being the lack of knowledge on the part of the manufacturers and shippers of the industrial habits and conditions existing in these countries. In considering this question the fact must not be lost sight of that after machinery is received by the importers it has to be put together, an undertaking which is often impossible without the aid of engineers and experienced workmen. In the more-advanced English colonies and in the seaports the necessary help can be found, but in the interior (even in such large cities as Rio de Janeiro, Buenos Ayres, and Valparaiso) it is not certain that large machine shops with a personnel capable of furnishing the needed help can always be obtained, and in the back country this is an utter impossibility. The manufacturer who sends his machinery there must depend on the ingenuity of his employees.

In warm countries civilization is principally concentrated in the cities along the coasts and in the seaports. In the interior the

population has developed along crude native lines, almost entirely free from foreign influence. This population is adapted, one might say, to the conditions of the country, and is composed of descendants of Europeans, creoles, or half-breeds. This is the case, for example, in Colombia, Ecuador, Venezuela, Peru, Bolivia, and Mexico. There are vast areas unopened, either to fluvial navigation or railroads, and where the transportation is still accomplished by means of beasts of burden, or by primitive vehicles. Often, too, handbarrows or porters must be utilized. It is evident that under such conditions transportation and mounting of machinery present great difficulties.

All the machinery destined for the interior of the above-mentioned countries should be constructed with a view to the use of wood as fuel. It is very rare to find coal remote from the coast; gas motors can very rarely be employed, while on the contrary oil (petroleum) motors can be utilized, for kerosene has become an article of universal commerce, which can be obtained everywhere as fuel for engines. Electric lighting and the generation of electric force certainly offer a future, for water power is found in abundance in these countries and renders feasible the installation of small electrical machines and telephones. Electrical apparatus can also be transported more advantageously, because it is less cumbersome than steam engines, and consequently capable of being transported by means of mules, which, hitched in single file and connected by long poles can carry loads of considerable weight, but in small bulk, even in the mountains where the inclines are not too steep.

Further, the separate pieces to be transported on mule back should not weigh more than $1\frac{1}{2}$ to 2 quintals* (at the maximum), and the weight must be evenly distributed on the sides of the animal.

It is only with the progress of civilization that these conditions of transportation will be modified and improved; the paths will be succeeded by roads and routes, and territories of difficult access will become accessible to heavier objects. In these territories they will manufacture on the spot the products of the soil in order to avoid transportation expenses. Distilling apparatus for

* NOTE.—A quintal is 100 pounds.

corn, cereals, potatoes, etc., and presses for the oleaginous fruits will be required.

Centrifugal machines for making oil and butter, pumps worked by hand or by horse power, sometimes also petroleum or gas apparatus, small ice-making machines for the conservation of products easily decomposed, machinery for working tin into boxes for conserves, small presses for cement and appliances for the laying of pavements, and portable railways will play an important rôle in exploiting the countries in question. The very high temperature will also favor the importation of machinery for the manufacture of aerated waters. There will also be found occasions for placing small cylinders for the manufacture of chocolate in the important cities.

The many rivers and streams in these countries will permit the establishment of small mills for the grinding of local products and also favor the establishment of small sawmills. The supply of these needs will be relatively slow, and the natives will often hesitate to adopt new articles. They do not know how to repair them without instruction, and their experiences in this line have been delicate and costly.

The importation of tools, however, presents itself under a much more favorable light than that of machinery and mechanical apparatus. Although the inhabitants of these countries have displayed a certain conservatism in regard to modern and perfected tools of United States and European manufacture, this hesitation soon disappeared before the demonstration of their real value. As soon as the native recognizes the value of the article, no price is too high, and he pays what is asked for it.

A certain style of German knife has been furnished by millions in Central and South America; other knives, as well as hatchets, hammers, etc., have been sent out for hand work in exploiting forests, mines, and the cultivation of the fields. Certain knives suitable to one country would be useless in another. A style which has been perfectly utilized in Pernambuco and in the back country of Bahia would be worthless in Havana. There the Spaniards want a long and large knife (machete), resembling a saber, which serves as a weapon and for cutting sugar cane on the plantations. It is easily understood that the shape of the knife should suit the

character of the forests, plantations, and the principal cultures in which it is to be utilized, and that scientific improvements will serve for nothing.

It is certain that better results would be obtained by the use of the plow than the hoe, but the native has not capital to expend in buying a plow, and the product of hoe culture suffices fully the needs of his family. He manages to live, and that is all he asks. On account of the great distances to be traveled, the bad conditions of the roads, and the high charges for transportation, the shipping of the surplus of the crops has not been thought of. All this will change with the spread of civilization, and notably with the growth of the population of the countries in question.

Pioneers of commerce and industry will not delay in awaking the needs of the inhabitants of these countries; if this were not true and if these latter were not entering upon a more advanced civilization their demands for foreign products would not increase. To create needs is the task of the first pioneers of commerce in these countries more than anywhere else. But this can only be arrived at by degrees, and it is in countries where new routes are to be opened to traffic that new needs will soon appear and that the population can devote itself to a more intensive culture. To create transportation facilities and open up the way to traffic is the principal object of the political economy of competing countries.

What has been said of machinery and implements applies also to other articles. Small benches for boring and turning, of light construction and as simple as possible, grinding machines and traveling forges, pipes for carrying water, tin in sheets or otherwise, corrugated sheet iron, which is employed in the construction of houses and stores, presses for fruits and flowers destined for the production of perfumes and essences; machinery for the cleaning and decortication of coffee, grinding machinery of all kinds for stones, sand, plaster, cement; small apparatus for pressing between rollers, etc., are to be mentioned as interesting the countries in question.

All these countries use powder and dynamite cartridges for blasting rocks, exploiting quarries, etc., wire and simple apparatus for hoisting purposes, light cables for mines, and light material for the construction of bridges; blacksmiths' tools, nails and wood screws, etc.

STEAMSHIP SERVICE ON THE PACIFIC COAST.

The Bureau is advised by the Hon. HENRY L. WILSON, United States minister to Chile, that it is proposed by the two steamship lines running regularly between Valparaiso and Panama to extend their service to San Francisco. Under the proposed itinerary steamers will leave Valparaiso once a week, touching at Coquimbo, Antofagasta, Iquique, Mollendo, and Callão, making the run to Panama in twelve days. Leaving Panama on their northward voyage they will touch only at the principal Central American and Mexican ports, reaching San Francisco in twelve days from the date of departure from Panama. The entire trip, therefore, from Valparaiso to San Francisco would consume twenty-two days.

The increased facilities for passenger and freight traffic afforded by this new arrangement will be, of course, of great benefit to the ports on the Pacific Coast.

The lines concerned are the Compañía Sud Americana de Vapores, sailing under the Chilean flag, but owned mostly by British subjects, and the Pacific Steam Navigation Company, exclusively a British corporation. Both companies are subsidized by the Chilean Government and are strong and successful lines.

TRADE MISCELLANY.

ARGENTINE REPUBLIC.

American Sheet Iron.

A leading firm in the Argentine Republic claims that great interest is being taken in the trade in sheet iron in that Republic, owing to its increased use for building purposes. American manufacturers are beginning to realize that the South American market is a very important one, and are making efforts to introduce their product in competition with the English. A great drawback to their success in this line has heretofore been the disparity in freight charges, the British quotations being about 10 per cent lower than the lowest American rates. Steps will be taken to remove this obstacle, and it is believed that the greater dispatch in the delivery of wares from this side of the Atlantic will be of value in the trade rivalry which has sprung up.

BRAZIL.

Shipments of Paper.

It is authoritatively stated that large consignments of paper are continually being exported to London from the United States for subsequent sale and reshipment to Brazil. Orders amounting to thousands of dollars for newspaper, roofing material, and stationery supplies are received by export houses. This is because South and Central Americans are unacquainted with the merits of the productions of the United States, and that English firms in competition with German manufacturers practically control a market to which little attention has been given by Americans.

CHILE.

The Nitrate Industry.

According to the *Chilian Times*, the production of nitrate in 1896 amounted to 23,832,434 quintals,* and the exportation reached 24,066,189 quintals. The principal countries to which nitrate is exported from Chile are Germany, United States, Great Britain, France, and Holland. From a published statement showing the world's consumption of nitrate during the past seven years, it is noted that there has been an increase of 4,359,627 quintals, or about 200,000 English tons, in 1896 over the consumption in 1890. The excess of exports in 1896 over the estimated production of that year is due to the surplus of production in 1895.

South American Tobacco Company.

The South American Tobacco Company, established in Valparaiso, employing 160 operatives, imports for the manufacture of cigarettes large quantities of American leaf tobacco, of the quality grown in Virginia and North Carolina. In addition to that imported from the United States, the company brings in tobaccos from Havana, Egypt, Turkey, and northern Brazil. The output of this establishment is stated to be 900,000 cigarettes and 10,000 pounds of manufactured tobacco daily. It is believed that with proper effort on the part of exporters the consumption of American tobacco in Chile might be greatly increased.

Agricultural Implements.

Recent advices from Chile report the crop prospects in that country as exceedingly favorable. An English firm engaged in the manufacture of agricultural implements has received from Valparaiso a telegraphic order to ship to that port a number of threshing machines. This would indicate that there is in Chile a large market open to manufacturers of agricultural implements, and that persons engaged in that business in the United States would find it worthy of their attention. It is estimated that the growing cereal crop of Chile will be fully 50 per cent greater than that of the previous year, and it is valued at \$15,000,000.

ECUADOR.

Consular Invoices.

By Executive decree all merchandise destined for Ecuador must be accompanied by a consular invoice viséd by the consul of that country, or by the person empowered to act in that

* A Chilean quintal is equal to 101 pounds.

capacity at the port of shipment. Every package weighing more than 50 kilograms must have its gross weight marked on the outside in plain figures. Any weight in excess of 10 per cent of that declared in the invoice shall be assessed with a surcharge of 100 per cent on the duty applicable to the article, under the existing custom-house law.

HAITI.

New Line of Steamers.

The Department of State is informed by Minister POWELL, under date of November 28, 1897, that the Clyde line of steamers has extended its service from New York to Haitian ports. These are the first steamers carrying the American flag and having an American registry to engage regularly in the trade of Haiti. A bi-monthly service by the line is promised and the outlook for traffic is good.

Cable Line to South America.

The United States Cable and Telegraph Company has recently opened for business its line connecting with the South American line. The cable starts from London and ends at Cape Haytien, where it connects with the French cable of the Antilles, which touches at Venezuela, Martinique, French and Dutch Guiana, and Pará (Brazil). At Pará the French cable unites with the Brazilian land lines and with the Argentine lines. This shortens the time of cablegrams between England and South America and reduces the cost about 25 per cent.

MEXICO.

Japanese Labor on Coffee Estates.

Mr. WILLIAM LAING MALCOLMSON, who resided for many years in Ceylon, engaged in coffee planting, and who has been for some time in Mexico investigating the possibilities of coffee culture in that Republic, has interested several wealthy coffee planters in the purchase of extensive estates on the Isthmus of Tehuantepec. Negotiating through the Japanese minister in Mexico, Mr. MALCOLMSON has completed preliminary arrangements for introducing a large colony of Japanese laborers into the Republic to work the coffee estates. He considers the lands of southern Mexico better adapted for coffee production than any he has seen, and Japanese labor as peculiarly suited to their cultivation.

American Machinery.

With the advance of the industrial development of Mexico, the demand for machinery is correspondingly increasing. The call for mining machinery, especially boilers and engines, was particularly great last year, and was largely met by an enterprising and sagacious firm in Erie, Pennsylvania. The need for machinery, however, is not confined to any particular line, but all kinds are wanted, and there is awaiting the wide-awake manufacturers of the United States a rich field in Mexico for their enterprise. The manufacturers of England and the European Continent are engaged in active competition for this business.

Mexican Exports for 1896-97.

According to statistics recently published by the Ministry of Finance, Mexico exported during the fiscal year 1896-97 precious metals to the amount of \$66,183,097, and other

articles valued at \$45,163,397, a total of \$111,346,494. The total exports for the preceding fiscal year amounted to only \$105,016,902, an increase of \$6,329,592 being shown.

Report of Señor Don Enrique Sanchez. The Bureau is indebted to Señor Don ENRIQUE SANCHEZ for a copy of a report made by him to Governor PROSPERO CAHUANTZI, of the State of Tlaxcala, Mexico, on the subject of his mission as official delegate of that State to the Mercantile Congress, held in June last in Philadelphia, U. S. A., under the auspices of the Philadelphia Commercial Museums. The report is comprehensive in its character and interesting in detail, and sets forth the magnitude of the projects of the Museums for amplifying the trade of the United States with Mexico and other Latin-American countries. Señor SANCHEZ urges that samples of the productions of the State of Tlaxcala—agricultural, mineral, and industrial—be placed on exhibition in the Museums, where they may be seen by persons interested in the trade with Mexico.

NICARAGUA.

Coffee Crop.

Reports from the Department of Matagalpa regarding the coffee crop for the year 1897-98 indicate that it will far exceed the transport capacity of the mules and ox carts now used for the purpose. In consequence, the Nicaraguan congress has authorized President ZELAYA to construct or enter into a contract for making a railway from the city of Matagalpa to connect with the National Railroad. The increased production of sugar and coffee estates is such that improved and larger machinery and more rapid processes for preparing the products for market are required by the planters. The attention of persons engaged in railway construction, and manufacturers of farm machinery is called to the opportunities indicated above.

PERU.

Abolition of Export Duty on Silver.

On the 11th of September last, the Peruvian Government issued a decree whereby the duty of 3 per cent ad valorem which was levied on exports of silver coin, bullion, and chafalonía (discarded wrought silver for melting) is abolished. This exoneration does not extend to national coined gold, or gold in bars or dust, which shall continue paying an export duty of 3 per cent.

UNITED STATES.

Calfskins Free of Duty.

The United States Board of General Appraisers, on December 3, 1897, decided that raw calfskins, from which nearly all the shoes worn in this country are made, shall hereafter be admitted free of duty. According to the decision, imported raw calfskins, under the existing tariff, are not to be classed as uncured hides of cattle, which are subject to a duty of 15 per cent ad valorem, but are wholly exempt from duty, coming

under the head of raw skins, included in the free list. The board also finds that the term "hide" is technically applied to skins of the larger animals, such as horses, oxen, cows, and bulls, while the term "skin" is used in reference to the coverings of sheep, calves, and goats. The term "hide" in trade was found to cover skins weighing 25 pounds or more, all under that weight receiving the classification "skin." In dried hides and dried skins, the dividing line is considered passed at 12 pounds.

A New York market report of December, 1897, states

South American Cedar.

that a rival to Spanish cedar is found in cedars from several points in the West Indies, Mexico, and Central and South America. This substitute gives general satisfaction, is not so high priced, and will probably permanently affect the market for Spanish cedar hereafter, the stock of which is at present small.

A comparison of the statistics of the bicycle trade with

Bicycle Trade.

Latin-America for the fiscal years of 1896 and 1897 shows a remarkable increase in the values for 1897. In the distribution of these exports, Mexico took, in 1897, \$73,117 worth, an increase of \$48,839 over the previous year; Argentina shows \$42,091 in 1897, against \$4,065 in 1896, while Brazil comes third in the list, with \$29,355 in 1897 and \$13,592 in 1896. Central America, Santo Domingo, and Colombia increased the value of their imports for the two years \$6,020, \$4,642, and \$1,278, respectively. The other South American States imported bicycles to the value of \$73,507 in 1897 and only \$13,401 in 1896, showing the remarkable increase of \$60,106.

Trade of United States with Latin-American Countries for the Fiscal Year 1897.

Countries.	Imports from.	Exports to.
Costa Rica.....	\$3, 439, 374	\$1, 292, 709
Guatemala.....	1, 862, 589	2, 992, 118
Honduras.....	847, 230	669, 682
Nicaragua.....	1, 262, 701	1, 038, 664
Salvador.....	1, 112, 534	1, 596, 861
Mexico.....	18, 511, 572	22, 726, 596
Haiti.....	1, 460, 220	3, 554, 433
Santo Domingo.....	2, 369, 424	1, 045, 037
Cuba.....	18, 406, 815	7, 599, 757
Puerto Rico.....	2, 181, 024	1, 964, 850
Argentine Republic.....	10, 772, 627	5, 945, 202
Bolivia.....	.....	5, 155
Brazil.....	69, 039, 389	12, 406, 785
Chile.....	3, 792, 434	2, 587, 168
Colombia.....	4, 730, 933	3, 711, 399
Ecuador.....	566, 526	734, 276
Falkland Islands.....	.....	800
Paraguay.....	.....	740
Peru.....	722, 089	1, 105, 381
Uruguay.....	3, 515, 054	1, 045, 266
Venezuela.....	9, 543, 572	3, 376, 184

URUGUAY.

Trade Between the United States and Montevideo. From a published statement of the exports from the port of Montevideo for the first nine months of the current year it is learned that the United States ranks first as importer of dry ox hides, having for the time under consideration taken 245,605, or more than one-half of a total of 466,795, shipped. Of salt ox hides the United States took nearly one-fifth of Uruguay's export, ranking fourth in the order of the nations engaged in that trade. The statement shows that in the import of wool the United States ranks third, having taken 11,738 bales out of a total of 50,552, while in the trade in hair she took more than one-third of the entire shipment from Montevideo, which amounted to 940 bales.

VENEZUELA.

Cattle Trade. The Venezuelan cattle trade is reported by Minister FRANCIS B. LOOMIS as likely to become a menace to

United States stock raisers, and he quotes in support of his statement the remarkable increase in the number of cattle raised in Venezuela during the past three years. In 1894 there were 5,000,000 head in the country. This number has grown to 10,000,000 head for the present year, and it is expected that it will be more than doubled within the next four years. The efforts of the Republic to open up a market for its cattle in Brazil have been so successful that it is proposed to extend the trade to Cuba and the islands of the Caribbean Sea.

RAMIE.

Its Culture and Manufacture. Owing to the low price of cane sugar, growing out of overproduction and competition with beet sugar in the markets of the world, the producers of South America and the West Indies find it necessary to look about for new fields of industry to which their lands and labor may be more profitably devoted. In this emergency the cultivation of ramie seems to have presented itself.

Extended experiment has developed the fact that this plant will grow abundantly, and at little expense for cultivation, in various parts of Mexico, Central and South America. Hitherto the production of ramie on a scale commensurate with its value and possibilities has been discouraged by the want of proper machinery for decorticating and degumming the fiber, in order that it might compete with the hand-prepared article of China. Recent and conclusive experiments made in the Island of Jamaica have shown that the machine designed by Mr. MACDONALD accomplishes this work effectively.

From the *Gleaner*, published at Kingston, it is learned that a company registered as the "Jamaica Fiber Company, Limited," has been organized for the purpose of cultivating the plant on a large scale and preparing the fiber for the market. The personnel of the corporation, according to the *Gleaner*, is ample guaranty of the thorough soundness of the enterprise.

NATIONAL ASSOCIATION OF MANUFACTURERS.

Caracas Warehouse.

The warehouse for the exhibition of American manufactures established at Caracas is the pioneer and experimental attempt in this direction of the National Association of Manufacturers. The demand for space by exhibitors has been so great that the managers found it necessary to limit the time for the receipt of goods to December 14, 1897. In a report recently received at the Department of State, Consul PROSKAUER, writing from Puerto Cabello, speaks in the following favorable terms of the enterprise:

"Its usefulness will at first be confined to the large and rich territories tributary to Caracas, using the best and highest grade of goods; but its fame and benefits will no doubt induce merchants from the central and western portions of the Republic to inspect it. The actual sight of the goods or manufactures, their comparison with similar articles upon the spot, the interchange of opinion between American representatives and Venezuelan merchants with regard to the minor details of purchases must prove instructive and profitable to both and disabuse their minds of serious misconceptions. The Government is doing its utmost to encourage the undertaking, while the friendly feeling of the natives for everything American will certainly induce them to exert their influence to crown the efforts of the projectors with success."

PHILADELPHIA COMMERCIAL MUSEUMS.

Proposed International Commercial Congress.

The Philadelphia Commercial Museums, which found its inception in the idea of extending the trade of the United States with Mexico and the various countries of Central and South America and the West Indies, is now rapidly developing plans for holding an international congress composed of representatives of the entire commercial world. A recent number of the "Manufacturer" states, "that Chambers of Commerce and other trade organizations in Asia, Africa and Australasia are being invited to appoint members to the Museums' advisory board." As is known, this board already has representatives in many business centers in the United States, and also zealous and interested friends in other parts of the continent, in Mexico, in the Central American States, in Brazil, the Argentine Republic, Chile, and the various countries of South America. As the trade of the United States is constantly growing in South Africa, China, Japan, and Australia, it is highly desirable that the Museums should have its representatives there also. Judging by the favorable responses which are being received, there is no reason to think that the ambitious plans of the management will not be successfully carried out.

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RELACIONES COMERCIALES EN AMÉRICA.—VII.

LA COSTA ORIENTAL DE LA AMÉRICA DEL SUR.*

Los países que ahora hay que tomar en consideración, tratándose de este asunto, son las repúblicas sudamericanas que quedan sobre el Atlántico ó tienen vías naturales de comunicación que conducen á él. Clasificándolos en orden á las distancias que los separan de los Estados Unidos, esos países son el Brasil, el Uruguay, la República Argentina y el Paraguay. Este último es el único que carece de costa sobre dicho mar. Los medios de transportación entre los Estados Unidos y esa vasta región sudamericana, que no solamente contiene inmensas riquezas naturales en vía de desarrollo, sino que cuenta con una industria y un tráfico bien establecidos, son buenos y directos, y no hay necesidad de esperar las facilidades adicionales, tan urgentemente requeridas en la costa occidental, que ofrecerá la construcción de un canal por Nicaragua ó por el Istmo de Panamá. La extensión del comercio actual de los Estados Unidos en la parte oriental de la América del Sur depende, pues, de condiciones que ya existen y que no es menester crear.

*El primero de esta serie de artículos fué publicado en el BOLETÍN MENSUAL correspondiente al mes de julio de 1897.

El canal interoceánico sería muy útil para acortar la distancia entre la costa oriental de la América del Sur y el litoral occidental de todo el continente, pero ejercería solamente una influencia indirecta en el comercio entre la costa sudamericana sobre el Atlántico y el litoral de los Estados Unidos sobre ese mar y sobre el Golfo de México. Las rutas más cortas y prácticas de comunicación son las del Atlántico, y las únicas condiciones que se necesitan para el desarrollo comercial son las mismas que se observan siempre en el tráfico marítimo. En otras palabras, no tenemos sino buscar los medios de aumentar el cambio de productos por las vías acostumbradas, donde no existen obstáculos naturales que remover. Si podemos obtener la cantidad necesaria de mercancías para ese comercio y los navíos que las conduzcan, el problema está resuelto.

Aunque los puertos de la costa oriental de la América del Sur son el término directo y preciso de las rutas que parten de los Estados Unidos, su posición geográfica respecto de este país no es tal que pueda ofrecer grandes ventajas en la lucha comercial con las naciones europeas. Según se expuso en el primer artículo de esta serie, el continente sudamericano avanza en el Atlántico bastante al este de una línea tirada de Nueva York directamente al sur, y es por esto que los puertos de Europa que quedan más al norte, distan de dicho continente poco más que las grandes ciudades del litoral de los Estados Unidos.

Las condiciones son, pues, más parecidas en la competencia comercial en México, la América Central, las Antillas y la costa setentrional de la América del Sur, países que quedan mucho más cerca de los Estados Unidos, lo cual da á estos últimos grandes ventajas sobre sus rivales de Europa, y estas ventajas se extenderán, como lo hemos manifestado á menudo en estos artículos, al litoral occidental de la América del Sur, una vez que se haya construido el canal de Nicaragua ó el de Panamá. Sin embargo, es tan grande el tráfico de la costa oriental de la América del Sur, que la parte que de él toca á los Estados Unidos, aun en condiciones poco favorables, geográficamente hablando, asume proporciones considerables, especialmente cuando se compara con lo que ocurre en la costa occidental. Según datos de la Tesorería de los Estados Unidos, las importaciones que de la costa oriental de la América del Sur se hicieron en este país y las exportaciones que de aquí

fueron para allá, durante los años económicos que terminaron el 30 de junio de 1896 y 1897, ascendieron á lo siguiente:

Costa Oriental de la América del Sur.

	Importaciones de.		Exportaciones á.	
	1896.	1897.	1896.	1897.
	<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>
República Argentina	9, 313, 385	10, 772, 627	5, 979, 046	6, 384, 984
Brasil	71, 060, 046	69, 039, 389	14, 258, 187	12, 450, 061
Paraguay				740
Uruguay.....	3, 242, 428	3, 515, 054	1, 481, 200	1, 213, 426
Total	83, 615, 859	83, 327, 070	21, 718, 433	20, 049, 211

El comercio total de los Estados Unidos con la América del Sur en el mismo año, fué como sigue:

América del Sur.

Importaciones de.		Exportaciones á.	
1896.	1897.	1896.	1897.
<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>
108, 828, 462	107, 389, 009	36, 297, 671	33, 768, 493

Vemos, pues, que del total de lo que se importa en los Estados Unidos de la América del Sur, más de las tres cuartas partes vienen de la costa oriental, mientras que casi las dos terceras partes de la exportación total de este país para la América del Sur, van á la misma región. En comparación con este tráfico, el que los Estados Unidos hacen con la costa occidental es insignificante en la actualidad, según se expuso en el artículo anterior. La posibilidad de su desarrollo es lo único digno de atención.

Véase el siguiente cuadro:

Costa occidental de la América del Sur.

	Importaciones de.		Exportaciones á.	
	1896.	1897.	1896.	1897.
	<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>
Bolivia	Ninguna.	Ninguna.	21, 907	7, 787
Chile	4, 709, 017	3, 792, 434	3, 431, 808	2, 578, 911
Ecuador	763, 643	566, 526	689, 416	734, 868
Perú.....	712, 696	722, 089	999, 381	1, 108, 436
Total	6, 185, 356	5, 081, 049	5, 142, 512	4, 430, 002

Mientras no se haya concluido el canal interoceánico que ofrecerá una ruta más corta y barata entre los Estados Unidos y el litoral de la América del Sur sobre el Pacífico, debe esperarse, comparativamente hablando, muy poco aumento en el mencionado tráfico; pero el monto total del que ya existe, así como las riquezas agrícolas del Brasil y de los países bañados por el río de la Plata, prometen un inmenso desarrollo en el comercio é indican que la costa oriental de la América del Sur está llamada á cultivar relaciones más estrechas con los Estados Unidos.

Desde el punto de vista de los fabricantes y exportadores de los Estados Unidos, las actuales relaciones con los países de la costa oriental de la América del Sur no son satisfactorias, porque mientras este país compra de aquéllos más de \$83,000,000 en productos cada año, les vende solamente como \$20,000,000, ó sea menos de la cuarta parte. Hoy que el fabricante americano compite ventajosamente con el europeo en sus propios mercados, no ve razón ninguna para que no pueda hacer otro tanto en la América del Sur y en el resto del mundo. No toma en cuenta los obstáculos creados por la costumbre, por antiguas relaciones comerciales, por hostilidades arancelarias y por el capital europeo, que cuenta con instituciones bancarias y que establece el tipo del cambio. Es indudable que con el tiempo se podrán vencer estos obstáculos, pero solamente por medio de esfuerzos inteligentes y continuos.

El factor más poderoso para acabar con ellos sería quizá una política de reciprocidad bien meditada, que proporcionara la mayor facilidad posible en el cambio de productos sin menoscabo para las industrias establecidas. Semejante política, calculada únicamente para producir los resultados más benéficos en favor de las partes contratantes, contribuiría notablemente, sin duda alguna, á retirar de Europa el mencionado tráfico y á unir á las repúblicas americanas no por meras consideraciones de sentimiento, sino por los estrechos lazos del interés. Ya se han tratado en estos artículos detalladamente las cuestiones secundarias, pero no por eso menos interesantes, que versan sobre la necesidad de que se aumenten las facilidades de transportación con navíos que naveguen bajo las banderas de las repúblicas americanas; sobre líneas férreas que unan á los diferentes países entre sí con eslabones de

acero, y sobre la conveniencia de que los usos comerciales de los Estados Unidos se adapten á las necesidades peculiares del tráfico sudamericano; pero es preciso que dichas cuestiones no se pierdan de vista, sino que se llame constantemente hacia ellas la atención de cuantos se interesan en el problema de las condiciones comerciales de América, como cosa indispensable para la pronta y legítima extensión del tráfico.

De los países de que se trata, el Brasil es el que tiene el tráfico más grande con los Estados Unidos, el cual ascendió durante el último año económico, que terminó el 30 de junio de 1897, á más de \$69,000,000 en cuanto á las exportaciones á los Estados Unidos, y á \$12,450,000 por lo que hace á las importaciones de este país. Hubo una disminución de \$2,000,000 en las exportaciones, comparadas con las del año anterior, y de \$1,800,000 en las importaciones, pero esto no tiene significación especial en un tráfico total de más de \$81,000,000, y ya se habían visto estas fluctuaciones en años anteriores. Hablando en general, no puede decirse que las compras que el Brasil hace en los Estados Unidos hayan aumentado de una manera permanente durante años consecutivos, y por lo que respecta á lo que vende á este país, ha disminuido de 1893 á esta parte en \$7,000,000.

Este estado de cosas es tanto más notable cuanto que no existe un país sud americano que abrigue hacia los Estados Unidos sentimientos más cordiales que el Brasil, ó con el que daten de más tiempo íntimas relaciones comerciales. Sus principales productos agrícolas, tales como café, azúcar, goma elástica, etc., son casi exclusivamente tropicales, y, por tanto, no puede decirse que están en competencia con los de los Estados Unidos. Así es que este país puede muy bien otorgarle concesiones arancelarias sin peligro de perjudicar sus propias industrias. Por otra parte, hay una inmensa variedad de artículos alimenticios y de artefactos que el Brasil importaría gustoso de los Estados Unidos en mayores cantidades, si existieran condiciones más favorables. Es de todos los países del Hemisferio Occidental el que ofrecería mayores ventajas á los Estados Unidos, si se estableciera con él un sistema de reciprocidad cuidadosamente preparado.

Las relaciones comerciales entre la República Argentina y los Estados Unidos presentan mayores dificultades, debido á la simili-

tud en algunos de los principales productos de ambos países, tales como el trigo y las lanas. La República Argentina, sin embargo, tiene los productos de la zona tórrida y de la templada, y algunos artículos, como el azúcar, que no hacen sino ligera competencia á productos de los Estados Unidos, podrían servir de base para mutuas concesiones. Se asegura también que cierta clase de lanas argentinas no se producen con ventaja en los Estados Unidos, y que su introducción podría permitirse bajo condiciones más favorables, aun que por otra parte se sostiene que, con la debida protección arancelaria, las ovejas que dan aquella lana podrían criarse en los Estados Unidos.

Cuestión es ésta que deben arreglar de una manera práctica aquellos que tienen la competencia necesaria para hacerlo, y á este respecto es quizá oportuno observar que la reciprocidad implica necesariamente concesiones mutuas con el objeto de alcanzar para el mayor número los mayores beneficios. El tráfico de la República Argentina es enorme, y asciende anualmente á la suma de \$200,000,000. De esa cantidad solamente el 7 por ciento corresponde á los Estados Unidos, y es evidente que vale la pena de tomar en consideración la posibilidad de que el monto de ese comercio se eleve.

Los principales productos del Uruguay se parecen mucho á los de los Estados Unidos, y son los siguientes: ganado vacuno, lanas, maíz, trigo, etc., pero los datos comerciales demuestran que el Uruguay vende á los Estados Unidos mucho más de lo que les compra. Si los exportadores americanos hicieran los debidos esfuerzos, no cabe duda de que aumentarían el consumo de algunos artículos de los Estados Unidos, tanto en el Uruguay como en el Paraguay. En el Uruguay, por ejemplo, se necesitan grandes cantidades de kerosene y de maderas que los Estados Unidos podrían suministrar casi exclusivamente, si en aquel país se redujeran los derechos sobre dichos artículos.

Se observará que fuera del Paraguay, país con el cual los Estados Unidos apenas trafican, todos los demás de la costa oriental de la América del Sur tienen un sobrante á su favor en el comercio con nosotros. Si se llegara á un arreglo en lo relativo á derechos de aduana, es indudable que, dadas las simpatías naturales que la República Argentina, el Brasil y el Uruguay sienten por la República hermana del norte, negociarían en mayor

escala con un país que les ofrece tantas ventajas. La solución del problema sobre el aumento del tráfico se encuentra en la celebración de buenos convenios de reciprocidad y en esfuerzos más activos por parte de los comerciantes de los Estados Unidos, á fin de sobreponerse á los que hacen los industriales y exportadores europeos.

Joseph P. Smith

EL AUTOR DEL SISTEMA DE RECIPROCIDAD.

Por ALEX. D. ANDERSON.

Desde que el Congreso de las Repúblicas Americanas, celebrado en Wáshington en 1889, inició sus discusiones sobre la reciprocidad, se ha tratado varias veces de poner en claro, desde las columnas de la prensa, quien fue el verdadero autor de aquella popular medida.

Uno de los periódicos, después de publicar un número considerable de comunicaciones, en todas las cuales se atribuía la creación de aquel sistema á estadistas modernos, declaró al fin en un editorial que aquella cuestión no había sido resuelta y que, por tanto, quedaba pendiente todavía como materia abierta á discusión.

Según opinión general, la doctrina de la reciprocidad es de creación moderna, pero en realidad data casi desde de la fundacion del Gobierno americano y debe su origen á uno de los padres de la República.

El mejor medio de decidir la controversia es tomar desde su principio la historia comercial de los Estados Unidos, tal como se registra en los "American State Papers," y estudiarla en orden cronológico, hasta dar con la página en que por primera vez se haga mención del asunto.

El primer volumen, relativo á las relaciones exteriores durante la primera administración del Presidente WASHINGTON, contiene muy pocos datos sobre el comercio extranjero hasta el año 1793, en que THOMAS JEFFERSON, Secretario de Estado, dirigió á la Cámara de Representantes un informe sobre la materia. Este informe fué escrito en cumplimiento de una "resolución" de

aquella Cámara (febrero 23 de 1791), en la cual se ordenaba al Secretario de Estado que informase al Congreso “de la naturaleza y extensión de los privilegios y restricciones de las relaciones comerciales de los Estados Unidos con las naciones extranjeras, y de las medidas que, á su juicio, debieran adoptarse para el adelanto del comercio y la navegación.”

El texto del informe y el tiempo empleado en su preparación, muestran que aquél está basado sobre una investigación cuidadosa del asunto. Este informe es el primer documento formal sobre nuestras relaciones comerciales con el extranjero, y es digno del espíritu organizador de aquel gran estadista americano.

Después de sentar los hechos relativos á nuestro comercio con las principales naciones del mundo, Mr. JEFFERSON entra á tratar extensamente sobre la teoría ó plan, que, á su juicio, debiera regir las relaciones comerciales. Dice: “Conocidos los obstáculos que impiden el desarrollo del comercio y de la navegación de los Estados Unidos, la cuestión ahora consiste en encontrar los medios más adecuados para remover aquellos obstáculos, modificarlos ó contrarestarlos.

“En cuanto al comercio, pudieran emplearse dos métodos: el primero consiste en negociar tratados con las naciones cuyo comercio con los Estados Unidos adolece de aquellos obstáculos ó restricciones; el segundo consiste en la acción independiente de nuestro poder legislativo para contrarrestar aquellos efectos.

“De estos dos medios, el primero es indudablemente el mejor.

“En vez de obstaculizar el comercio con un sinnúmero de reglamentos, derechos y prohibiciones, se le podría librar de sus trabas en todas las partes del mundo; todos los países podrían dedicarse á la producción de aquello á que están más adecuados por su naturaleza, y podrían cambiar libremente sus productos, satisfaciendo así sus respectivas necesidades; la producción de los varios artículos de comercio que contribuyen á la vida y a la felicidad humanas aumentaría entonces considerablemente, y le género humano crecería en número y mejoraría de condición.

“Aunque haya de iniciarse este sistema con una sola nación, es de recomendarse que así se haga, pues su aplicación á cada país separadamente es el único medio de extender aquel sistema á todos los demás. Cuando sea necesario para una ú otra de las partes

levantar recursos por medio de la imposición de derechos al comercio, el libre cambio entre las dos naciones podría alterarse respecto de los artículos que sean objeto del impuesto, por medio de acuerdos de reciprocidad, preservando el libre cambio en todo su vigor en cuanto al resto del comercio.

Pero en caso de que alguna nación, contra nuestros deseos, considere que es mejor para sus intereses continuar su sistema de prohibiciones, derechos y ordenanzas, sería entonces nuestro deber dar protección á nuestro comercio y á nuestra navegación por medio de un sistema análogo de prohibiciones, derechos y ordenanzas. *El comercio libre y la navegación libre no deben concederse en cambio de restricciones y perjuicios que no es de suponerse que al fin sean aminorados por aquella franquicia.*

“Los siguientes principios fundados en la reciprocidad parecen ser perfectamente justos y no ofrecen ningún motivo de queja para ninguna nación.

Cuando una nación imponga altos derechos á nuestros productos ó prohíba en absoluto su introducción, nosotros tendremos razón de hacer otro tanto con los suyos, gravando ó excluyendo primero los que importe en nuestro país en competencia con los nuestros; después excogiendo aquellas manufacturas que le compremos en mayor cantidad y que al mismo tiempo nosotros podamos procurarnos fácilmente ú obtener de otros países, é imponerles al principio derechos bajos, aumentándolos á medida que se abran otros mercados que las suministren. Estos derechos fomentarían indirectamente las industrias nacionales de la misma clase é inducirían á los fabricantes de dicha nación á venir á nuestro país, en donde una subsistencia mas barata, la igualdad de leyes y la salida de sus productos libres de derechos, asegurarían la mayor utilidad á su pericia á diligencia.”

El documento del cual copiamos los párrafos que preceden, es de especial importancia para las cámaras de comercio y otras instituciones comerciales de los Estados Unidos, que tal interés han mostrado últimamente en la cuestión de reciprocidad, y debiera reproducirse como materia de consecuencia y utilidad públicas.

REPÚBLICA ARGENTINA.

COMERCIO EXTRANJERO DURANTE EL PRIMER SEMESTRE
DEL AÑO DE 1897.

Del informe publicado por el Departamento Nacional de Estadística, se han tomado los siguientes datos acerca del comercio extranjero de la República Argentina durante los primeros seis meses del año corriente:

El total de las importaciones y exportaciones, exceptuando la moneda acuñada, ascendió á \$113,742,314, en oro, contra \$121,773,627 durante el mismo período en 1896, ó sea una disminución de \$8,031,313, de los cuales \$2,068,868 pertenecen á la importación y \$5,968,445 á la exportación.

Las importaciones ascendieron á la suma de \$49,987,541, distribuida del modo siguiente:

Artículos gravados.....	\$43, 045, 658
Artículos libres.....	6, 658, 128
Moneda acuñada	283, 762

Comparadas con las importaciones de la primera mitad del año de 1896, estas cifras muestran una disminución de \$2,143,428 en artículos gravados, y de \$5,387,390 en moneda acuñada, mientras que los artículos libres han aumentado en un valor de \$74,560.

La disminución se ha notado principalmente en los productos del reino vegetal (\$1,349,339); en maderas y sus manufacturas (\$591,412); en tejidos y materias textiles, con excepción de los artículos de seda y algodón (\$1,170,960); en alcoholes, vinos y otros bebidas (\$355,830).

La disminución creciente que se nota en las entradas de vinos ordinarios en barriles es, sobre todo, sorprendente. Este artículo, cuya importación durante el primer semestre de 1895 representó un valor de \$3,280,000 en oro, cayó sucesivamente á \$2,820,000 durante el período correspondiente de 1896, y á \$2,552,668 en 1897. Esto se debe en gran parte al incremento que ha tomado desde hace algunos años el cultivo de la vid en las provincias del noroeste de la República Argentina. Los vinos de San Juan, de Mendoza, etc., que son preparados con más cuidado que antes, se

consumen ahora como vinos de mesa ordinarios, y comienzan á hacer competencia seria á los vinos franceses é italianos.

Los artículos que han aumentado son los siguientes:

Los productos químicos y farmacéuticos.....	\$200, 938
Hierro y sus manufacturas	1, 338, 300
Tejidos de seda y lana.....	169, 921
Vermut.....	109, 825

El aumento que se observa en la tabla precedente es todo en favor de la importación de Italia, pues el vermut italiano es casi el único que se consume en el país.

A continuación se verá el valor de las importaciones de diferentes países, hechas en la República Argentina durante los años de 1896 y 1897.

País.	1897.	1896.	Aumento.	Diminución.
Gran Bretaña.....	\$18, 947, 560	\$20, 424, 178	.....	\$1, 476, 618
Francia.....	5, 778, 087	5, 553, 070	\$225, 017	.....
Alemania.....	5, 728, 254	6, 358, 227	.....	629, 973
Italia.....	5, 342, 946	5, 400, 741	.....	57, 795
Estados Unidos.....	4, 985, 746	4, 933, 336	52, 410	.....
Bélgica.....	4, 186, 946	4, 116, 154	70, 792	.....
Brasil.....	1, 826, 803	2, 479, 301	.....	652, 498
España.....	1, 755, 175	1, 410, 244	344, 931	.....
Paraguay.....	578, 481	502, 184	76, 297	.....
Uruguay.....	295, 386	335, 163	.....	39, 777
Chile.....	96, 343	11, 443	84, 900	.....
Holanda.....	52, 166	64, 189	.....	12, 023
Portugal.....	31, 229	43, 908	.....	12, 680
Las Antillas.....	28, 007	18, 111	9, 896	.....
Bolivia.....	23, 177	23, 677	.....	500

Durante el mismo período las exportaciones ascendieron á la suma de \$65,218,829, y fueron como sigue:

Artículos gravados.....	\$39, 771, 228
Artículos libres.....	24, 267, 307
Moneda acuñada.....	1, 180, 294

Estos datos, comparados con los del primer trimestre del año precedente, muestran que la exportación de artículos gravados ha aumentado en \$5,574,633, y la de moneda acuñada en \$1,076,132, y que la exportación de productos libres ha disminuido en \$11,537,078. Esta disminución, que afecta casi únicamente á los productos agrícolas, es consecuencia de la devastación ocasionada por las langostas, que casi destruyeron por completo la última cosecha de cereales.

Los países que compran productos argentinos figuran en el orden siguiente:

País.	1897.	1896.	Aumento.	Diminución.
Francia	\$14, 871, 335	\$14, 932, 860	.....	\$61, 525
Alemania	9, 321, 283	8, 456, 197	\$865, 086	.....
Gran Bretaña.....	7, 651, 223	8, 146, 182	.....	494, 959
Bélgica	6, 303, 584	7, 665, 597	.....	1, 363, 013
Brasil	5, 675, 423	4, 629, 751	1, 045, 672	.....
Estados Unidos	5, 227, 765	3, 281, 279	1, 946, 486	.....
Italia	1, 928, 723	1, 882, 031	46, 692	.....
Chile	1, 127, 721	1, 354, 712	.....	226, 991
Uruguay.....	1, 103, 593	1, 656, 067	.....	552, 474
España	512, 285	457, 934	54, 351	.....
Bolivia	270, 491	265, 478	5, 013	.....
Las Antillas.....	187, 546	128, 253	59, 293	.....
Paraguay	73, 440	82, 634	.....	9, 194
Holanda.....	33, 133	438, 528	.....	405, 395
Portugal	10, 142	14, 088	.....	3, 946

El valor de las exportaciones á los Estados Unidos durante el primer semestre de 1897 y de 1896, muestra un aumento de \$1,946,486.

COLOMBIA.

MANUFACTURAS AMERICANAS.

El Señor BIDLAKÉ, Cónsul de los Estados Unidos en Barranquilla, Colombia, hace, en el informe anual á su Gobierno, algunas indicaciones oportunas respecto de las manufacturas americanas que llegan á aquella república. Una de las quejas principales de los comerciantes colombianos, es que las mercancías americanas no son tan bien empaquetadas como las europeas. Además, la necesidad de negociar por medio de casas comisionistas, en vez de hacerlo directamente con los fabricantes, da por resultado el reempaque de las mercancías y, por consiguiente, un aumento de peso en el bulto. En Colombia los derechos de importación se pagan sobre el peso bruto de los fardos ó cajas, según la clase, y, por lo mismo, debe evitarse que pesen más de lo que es absolutamente necesario.

Las herramientas americanas son preferidas á las europeas, porque son más bien hechas, más ligeras y más cómodas, siendo, además, más baratas. Los fabricantes alemanes imitan exactamente los machetes de Collins, que son vistos en la América del Sur como los mejores, y los garantizan como de igual calidad, ofreciendo reponerlos si se rompen.

Los muebles son todos importados, y de los Estados Unidos se llevan las sillas amarillas baratas de calidad ordinaria y con asiento de junco. Los aparatos para luz eléctrica que van de los Estados Unidos, cuestan más que los europeos, especialmente las lámparas incandescentes que valen 18 centavos cada una, mientras que las italianas se venden á 10.6 centavos. El alambre americano se vende un 10 ó un 15 por ciento más caro que el alemán. El calzado para mujeres y niños es todo importado, y generalmente es del estilo francés. El calzado para hombres es hecho en el país, pero las palas son importadas.

COSTA RICA.

El General J. S. CASEMENT, que últimamente ha obtenido del Gobierno de Costa Rica una concesión para construir el Ferrocarril del Pacífico, que atravesará la república y pondrá en comunicación la costa del Atlántico con la del Pacífico, acaba de regresar de Costa Rica y ha dado al público informes muy importantes acerca de la situación política y comercial de aquel país.

El General CASEMENT manifiesta que el Presidente IGLESIAS se muestra muy deseoso de fomentar las relaciones comerciales entre su país y los Estados Unidos. Ya el tráfico principal de Costa Rica es con los Estados Unidos, y dos quintas partes del mismo se hace con Nueva Orleans. No existe razón alguna para que, empleando los esfuerzos debidos, las cuatro quintas partes del comercio de Costa Rica no se haga con los Estados Unidos. Los costarricenses tienen necesidad de maquinaria, y á los fabricantes americanos se les ofrece la oportunidad de proveerles de ese artículo.

El Presidente IGLESIAS tiene el proyecto de realizar muchas mejoras en el país. Se están construyendo ferrocarriles, y el desarrollo de la navegación de los ríos más navegables hácia el interior, ocupa mucho la atención del Gobernante. Con este objeto se trata de atraer el capital extranjero á fin de que se exploten las grandes riquezas naturales. Casi todos los productos tropicales se pueden cultivar, y existen minerales de varias clases. El clima es excelente.

GUATEMALA.

NEGOCIOS DE BANCO

Los cuatro bancos principales de Guatemala, obrando de acuerdo con el Gobierno, han concluido un arreglo con el Deutsche Bank, de Alemania, para un empréstito de 6,000,000 de marcos (\$1,500,000) por el término de doce meses. El objeto que se tiene en mira con esta medida económica es garantizar el pago de los billetes emitidos por los bancos interesados en el asunto.

Tan pronto como el Gobierno dé la autorización formal, el Deutsche Bank procederá á comprar barras de plata hasta por valor de \$500,000, y las remitirá á Guatemala. Con esto no hará otra cosa el banco alemán que dar mayor incremento á las grandes transacciones económicas que hace ya con el Gobierno de Guatemala, pues los intereses del empréstito sobre el café se pagan por su medio. Los cuatro bancos interesados en la negociación son los siguientes: El Agrícola Hipotecario, el Internacional, el Banco de Guatemala y el de Occidente.

HAITÍ.

NUEVO GABINETE.

El Gabinete haitiano ha sido reorganizado del modo siguiente:

Ministro del Interior, M. AUGUSTE TANCRÉDE.

Ministro de Comercio y Hacienda, M. PLAISANCE.

Ministro de Relaciones Exteriores y de Asuntos Eclesiásticos,
M. BRUTUS ST. VICTOR.

Ministro de Guerra y Marina, M. GUILLAUME VELBRUN.

Ministro de Fomento y Agricultura, M. CINCINNATUS LECONTE.

Ministro de Justicia y de Instrucción Pública, M. ANTOINE
CARMELEAU.

Los caballeros que componen el Gabinete han ocupado antes puestos oficiales de importancia y sus nombramientos han sido unánimemente aprobados por la opinión pública.

NUEVOS PROYECTOS ECONÓMICOS.

El Honorable WILLIAM F. POWELL, Ministro de los Estados Unidos en Haití, avisa que ha sido sometido á la Cámara de Diputados un proyecto de ley para la consolidación de todas las deudas de la República en una sola deuda nacional, á cuyo afecto se emitirán bonos. Con este objeto se trata de negociar un empréstito de \$6,000,000 en los Estados Unidos, con el 6 por ciento de interés anual. Dicha cantidad servirá para el pago de toda la deuda actual del país, que asciende á \$26,875,784 en moneda de Haiti, y para poner fin al papel moneda y sustituirlo con moneda de oro, tomando como unidad monetaria el peso de los Estados Unidos.

Para garantizar el proyectado empréstito, se tomará una parte de los derechos de exportación sobre el café, que se calculan en cerca de \$2,000,000 anualmente, y, además, si fuese necesario, se dedicará á eso mismo una parte de los derechos de importación.

Estas cantidades formarán un fondo de amortización para el servicio de la deuda y su redención. También se proyecta, en caso de obtener el empréstito, la reacuñación en los Estados Unidos de la moneda fraccionaria de plata, tomando por base la de este país.

El Ministro POWELL opina que estos arreglos económicos tenderán á establecer relaciones más estrechas con los Estados Unidos, y, en consecuencia, á disminuir la influencia de Francia y Alemania, que ha predominado en la Isla.

MÉXICO.

CULTIVO DE LA GOMA ELÁSTICA Ó HULE.

Numerosas preguntas se han dirigido á esta Oficina últimamente acerca de la producción de goma elástica en México, y en contestación á ellas, publicamos los siguientes informes, que son el resultado de investigaciones hechas por Mr. GEORGE D. COLEMAN para el periódico titulado "The Two Republics."

Hasta la fecha, el Brasil ha sido el primer país productor de goma elástica, pues su exportación anual de este producto asciende á un valor de \$100,000,000. Sin embargo, en México y en la

América Central se encuentran terrenos tan buenos para ese cultivo como en el Brasil, con la ventaja de gozar de un clima excelente. Antiguamente, toda la goma elástica se extraía de árboles silvestres, pero habiendo aumentado el consumo de este artículo, y, en consecuencia, su precio, considerables capitales se invierten ahora en esa industria y muchos se dedican á ella con positivo lucro.

Los árboles que producen la goma elástica no crecen bien á una elevación mayor de 500 pies sobre el nivel del mar, y los mejores terrenos para ese cultivo son los bajos y húmedos, pero no pantanosos. Hace poco se podían comprar grandes porciones de terrenos muy aparentes para la producción de la goma elástica por 25 centavos el acre, pero con el desarrollo de la industria, el valor de aquéllos ha aumentado y ahora cuestan generalmente de \$2 á \$5, moneda mexicana, el acre. No hay que olvidar, sin embargo, que en esos terrenos se pueden también sembrar otras cosas, tales como maíz, frijoles, etc., mientras que los árboles no han crecido demasiado, y dichos productos pueden venderse con suficientes ganancias para cubrir los primeros gastos de la plantación.

Después de comprar el terreno, el gasto principal es el de limpiarlo y prepararlo. Al limpiarlo, también se pueden sacar algunas ventajas, si hay buenos medios de transportación, porque los palos de tinte, el sándalo, la madera de águila, el ébano, la caoba, etc., se venden á precios tan buenos, que su explotación es lucrativa.

Es conveniente escoger los terrenos en las riberas de los ríos, donde el suelo es muy rico y arcilloso y la capa vegetal muy espesa. La presencia de muchos árboles de hule silvestres indica que el terreno es bueno para la producción de goma elástica. Conviene dejar en pie los árboles ya desarrollados, así como los tiernos, á fin de trasplantar estos últimos á distancias convenientes. La estación aparente para sembrar los árboles tiernos es la lluviosa, y debe ponerseles en hileras, mediando 15 piés entre árbol y árbol, y evitando que los de una hilera queden enfrente de los de otra. De esta manera se colocan como 193 árboles en un acre, que es el número que se puede poner con buenos resultados. Una vez sembrados, no han menester de cultivo ó atención alguna, y lo único que se necesita es impedir que se desarrollen malezas, para lo cual conviene sembrar maíz y frijoles. El árbol que produce la goma elástica se propaga por medio de las semillas y nueces

que caen del mismo en los meses de mayo y junio. Estas nueces pueden sembrarse en almácigas y obtener así un gran número de plantas, ó se pueden trasplantar de los bosques los árboles cuando están tiernos.

A los seis ó siete años la plantación está lista para rendir cosecha, y de aquí en adelante cada árbol deberá dar de 3 á 5 libras de goma elástica. Calculando en 600 libras lo que rinden 193 árboles y en 50 centavos por libra la ganancia sobre los gastos, tenemos una utilidad de \$300, oro, por acre. De las diversas clases de árboles que producen la goma elástica del comercio, la mejor y más importante es la conocida con el nombre de "Castilla Elastica." Los árboles silvestres abundan en los bosques de los estados de Veracruz, Oaxaca, Chiapas, Tabasco y Campeche.

JENGIBRE.

Entre los productos tropicales de México, se cuenta el jengibre. Esta planta ha sido considerada como originaria de las regiones tropicales de Asia y de Africa, donde ha sido cultivada desde tiempo inmemorial. En los estados de Puebla, Guerrero y Chiapas, en México, se la encuentra silvestre, y se cree que fué introducida por Francisco de Mendoza como á mediados del siglo diez y seis.

Además de usarse como comestible, el jengibre es un valioso agente medicinal para la cura de las fiebres palúdicas y otras enfermedades que existen en los lugares donde crece. Para el cultivo de esta planta se necesita un suelo rico, y no crece en terrenos areniscos ó arcillos, ó en los muy húmedos, porque en estos últimos la raíz se pudre. La planta ha menester de lluvias abundantes para desarrollarse, y se necesita una temperatura que no baje de 40° F.

La época mejor para sembrar el jengibre en México y en la América Central son los meses de marzo y abril. Se entierran pedazos de la raíz á una distancia que varía de 1 pie á 18 pulgadas. El cultivo se acemeja en general al de la patata. La planta florece en setiembre y octubre, y en enero está lista para la cosecha, que exige muy poco trabajo, pués se reduce á extraer de la tierra los tubérculos. El procedimiento de preparación es también muy sencillo y exige muy poco gasto.

Un informe oficial sobre este asunto dice que, bajo condiciones

favorables, un acre de tierra debe producir 4,000 libras ó más, con un costo de uno y medio á dos centavos por libra. Los gastos de transportación del lugar donde el jengibre crece al puerto de Vera Cruz, no pasan de \$1 el quintal, incluyendo los sacos. El precio del artículo en Nueva York varía de 12 á 20 centavos la libra, por lo cual se puede ver que una hacienda de 10 acres produciría una ganancia neta de 5 á 7,000 pesos por año.

EL CULTIVO DEL TABACO.

Personas entendidas en el cultivo y en el arte de labrar el tabaco, opinan que éste es el momento más oportuno de dar á conocer las excelentes calidades del tabaco mexicano para capas, en competencia con el artículo cubano, que en lo pasado ha tenido el primer puesto en el mercado. A causa del trastorno que la agricultura ha sufrido en Cuba con motivo de la revolución, grandes áreas de terrenos que se dedican al cultivo del tabaco, no han producido nada, y los plantadores se han trasladado á México en número considerable. Se manifiestan éstos muy entusiastas respecto de la riqueza del suelo, la abundancia de agua, el clima, etc. Afirman también lo que muchos viajeros han dicho ya acerca de que los buenos terrenos de Cuba para la siembra del tabaco están cansados, y que el alto precio de los abonos de primera clase que se necesitan á fin de poner á aquéllos en perfecta condición para el cultivo, haría imposible, aunque la guerra cesara ahora, el recuperar los antiguos mercados, porque el producto mexicano se hace cada día más conocido y puede venderse con más lucro que el artículo cubano.

El estado de Oaxaca, en particular, posee condiciones especiales para la producción de un tabaco que, debido á su poco peso, finura, color y aroma, es excelente para capas y se vende á precios muy altos en los mercados del mundo. Se asegura que tabaco de la mejor calidad para capas y que se vende á \$4, oro, la libra, puede producirse en estas favorecidas regiones, especialmente en las tierras altas, junto á Ozumacín, que tienen agua por ambos lados, y cuyo suelo está compuesto de 80 ú 85 por ciento de arena, de 5 ó 6 por ciento de arcilla blanca, con el resto de substancias vegetales en descomposición. La última cosecha de tabaco de Ozumacín y del Valle Nacional fué, por término medio, de 3 á 4

arobas por cada 1,000 plantas y se vendió á razón de 80 centavos á \$1 la libra. El costo total, incluyendo almácigas, siembra, cosecha, preparación, etc., así como el interés del dinero, fué menos de 15 centavos por libra, lo cual deja ver una ganancia satisfactoria. Debido á condiciones climatológicas favorables, el producto resultó este año de mejor calidad, y como no hubo necesidad de resiembra, se calcula que el costo de preparar el tabaco para el mercado fué como de 12 centavos por libra. Cuando las plantas son muy pequeñas, los compradores pagan 80 centavos por libra, pero los plantadores opinan que el precio justo es \$1.20 por tabaco no escogido y que ha de estar listo para embarcarse á fines de febrero ó principios de marzo.

Cigarros hechos de este buen tabaco han sido conocidos y apreciados en países extranjeros por largo tiempo. La preocupación en favor del tabaco cubano para capas ha sido hasta ahora tan grande, que había que empacar el tabaco en rama en fardos parecidos á los que envían de Cuba, á fin de poder venderlo pronto. Felizmente esta costumbre va decayendo ya, y como la fama y buen nombre del tabaco mexicano para capas van aumentando, es de esperar que la próxima cosecha será toda exportada como tabaco mexicano y nada más. Los fardos de "petate" hechos en México ofrecen más seguridad que los de "manta" que hacen en el Habana. Las facilidades para trasportar el tabaco de estos distritos por camino de hierro son excelentes, y cuando esté concluido el ferrocarril de Playa Vicente á Ozumacín, el viaje á Tlacoatlán será de doce horas solamente. Este puerto está situado en el Golfo de México, como á 25 millas tierra adentro, y la profundidad del agua á lo largo de los muelles es de 30 pies.

En el estado de Chiapas se produjo el año pasado un tabaco muy bueno para capas, con un gasto casi igual al que se hizo en Oaxaca y con ganancias semejantes.

Se calcula que la cosecha en el distrito de San Andrés Tuxtla será este año de 300,000 arobas. Aunque este tabaco no es igual en calidad al de Ozumacín y al del Valle Nacional, en el estado de Oaxaca, es, sin embargo, muy bueno.

Se ha calculado que un terreno de 75 acres, en el que se puedan sembrar un millón de plantas de tabaco, rinde una cosecha cuyo valor neto es como de \$62,000. Dejando \$12,500 para gastos,

sobre la base de \$3 por arroba, ó sean 12 centavos por libra, aun queda una ganancia de \$50,000 en solo la cosecha de tabaco, sin contar otros productos secundarios, tales como maíz, frijoles, etc., que aumentan considerablemente las ganancias en el cultivo de dichas tierras.

LA CURTIDURÍA EN MÉXICO Y LAS VENTAJAS QUE OFRECE.

Entre las empresas que en México presentan halagadoras ventajas al capital, figura el establecimiento de una curtiduría cerca de la ciudad de México, con una fábrica anexa en que se prepare el cuero para correaje, para la manufactura de calzado, etc.

En los bosques que se encuentran en las altiplánicies de México, abundan el roble y otros árboles cuyas cortezas son útiles para curtir cueros. Se dedica especial atención desde hace algunos años al cultivo del canaigre, planta que contiene gran cantidad de ácido tánico y que es muy aparente para curtir cueros de calidad superior. Ya se exportan cantidades considerables de este artículo á los Estados Unidos y á Europa. El árbol llamado Cascalote (*Rhus Cariatia*), que se encuentra en abundancia en los estados occidentales, desde Oaxaca hasta Sonora, tiene una corteza que se exporta en grandes cantidades para el uso de las curtidurías. La producción de este artículo en 1895 fué de 2,176,810 kilogramos, con un valor de \$243,070. Además de las mencionadas cortezas, la producción en el mismo año de otras usadas en la curtiduría, ascendió á 15,000,000 de kilogramos, con un valor de \$457,167.

La principal industria pastoral de México es la cría de ganado vacuno. Grandes cantidades de reses vivas son exportadas anualmente á los Estados Unidos, además de las que se necesitan para el consumo interior. En los mataderos de la ciudad de México solamente, se mataron, según datos oficiales, 85,870 reses en 1895. Los cueros son exportados y regresan á México ya curtidos ó en la forma de efectos manufacturados. No hay razón para que la curtiduría no sea hecha en gran escala y con mucho lucro, dado el consumo de objetos de cuero en aquel mercado, y, sobre todo, teniendo á la mano las materias que se requieren para dicha industria.

PARAGUAY.

COMERCIO DURANTE EL AÑO DE 1896.

Los siguientes datos relativos á la situación comercial del Paraguay, han sido tomados de un informe oficial de fecha reciente.

AUMENTO DEL COMERCIO.

Puede decirse sin temor de equivocarse que en general el comercio del Paraguay está desenvolviéndose lentamente, pero por modo seguro. El aumento constante en los ingresos de aduana durante estos últimos años, la construcción de nuevos edificios para la residencia de particulares ó para el servicio del comercio, la apertura de nuevos establecimientos y la creciente demanda de artículos de lujo, tales como muebles y paños finos, así como comestibles del extranjero, son muestras positivas de una creciente prosperidad.

Hay en Montevideo y Buenos Aires gran demanda de maderas de construcción, cueros, yerba mate, frutas y legumbres, pero el surtido de estos productos no es bastante todavía á cubrir la demanda.

CULTIVO DEL TABACO.

El tabaco era la principal, sino la única, planta que se cultivaba en el Paraguay, tanto para la exportación como para el consumo local; pero debido á los altos derechos de la Argentina y á los bajos precios que se ofrecían por la hoja, tanto en aquella república como en Europa, los labradores se han visto forzados, durante los dos últimos años, á sembrar sólo poco más de lo que necesitan para su consumo particular: en algunos casos han abandonado por completo el cultivo del tabaco y se han dedicado á los yerbales donde podían ganar bastante buenos salarios. El Gobierno está haciendo ahora esfuerzos especiales por fomentar esta industria y encontrarle nuevos mercados.

DIFICULTAD DE CONSEGUIR TRABAJADORES.

En toda empresa particular en que es necesario el empleo de muchos brazos, la cuestión del trabajo presenta serias dificultades. Estas dificultades no desaparecerán probablemente mientras el país no esté más poblado, ó mientras no puedan obtenerse trabajadores extranjeros en lugar de los nativos. Pero hay además otros obstáculos que vencer, y es la dificultad de transporte y la falta de medios de comunicación.

FERROCARRIL.

La única vía férrea en un país cuya área, sin contar el Chaco, se considera de 65,160 millas cuadradas, es una línea de 155 millas de largo, que va de la Asunción á Pirapó, y es conocida con el nombre de Ferrocarril Central del Paraguay. No existen ramales.

YERBA MATE.

La yerba mate ó te del Paraguay es el artículo de exportación más importante. Hay dos clases de yerba mate en el comercio, pero la diferencia consiste sólo en la manera de prepararla. La clase conocida con el nombre de "mboroviré" se prepara secando la yerba simplemente al horno y golpeándola después con palos para dividirla en pequeños pedazos. La "molida" pasa por el mismo proceso, pero se muele después en un molino. Los derechos de exportación de la primera se aumentaron en 1895 de 30 centavos en papel á 10 centavos, oro, y los de la, segunda, de 25 centavos en papel á 9 centavos, oro, por cada 10 kilos. El importe de los ingresos de aduana procedente de este artículo fué, en 1895, de \$471,668 (£16,845). Los yerbales eran antes propiedad del Estado, pero la mayor parte ha sido vendida y está ahora en poder de unos cuantos capitalistas y compañías. La Compañía Industrial del Paraguay, que es dueña de la mitad aproximadamente de los yerbales del país, exporta anualmente unas 400,000 arrobas (4,512 toneladas). El total de yerba exportada durante el año pasado se calcula en 9,024 toneladas, y el promedio de precio por arroba (25 libras) fué de \$11. 50 papel (7s. 8d.).

MADERA DE CONSTRUCCIÓN.

A causa de la falta de estadística y de datos de ninguna clase, es difícil hacer un cálculo correcto de la cantidad de madera exportada durante el año pasado, pero se dice que la exportación de este producto durante el referido año ha sido considerablemente mayor que la de 1895, especialmente la exportación de madera dura.

CURUPAY.

A continuación se mencionan las principales maderas con sus precios y los usos á que mejor se adaptan:

El curupay es de color rojizo, duro en extremo y fuerte; dura muchos años debajo de la tierra ó del agua y se usa principalmente para atravesafios de caminos de hierro y pilotes para puentes y muelles. La cáscara se usa en el curtimiento de cueros. La gravedad específica es de 1.172 á 0.917, y el precio, 45 centavos oro por vara.

QUEBRACHO COLORADO.

El quebracho colorado es una de las maderas más duras y duraderas del Paraguay, y se dice que puede conservarse bajo tierra ó agua tan bien como al aire. Es propio para pilotaje, atravesafios y puentes; también se usa para curtir. Este palo abunda principalmente en el Chaco, pero también se encuentra en la parte norte del país. Gravedad específica: de 1.392 á 1.232. Precio en Asunción, unos \$25 por tonelada.

URUNDAYMÍ.

El urundaymí difiere poco del quebracho en resistencia y duración, pero no abunda tanto; el precio es el mismo, y su gravedad específica de 1.091 á 0.920.

PETEREVI.

El peterevi es una madera de valor que se usa en la fabricación de muebles, en trabajos de ebanistería, etc. En veta y color no difiere mucho del nogal americano; es susceptible de brillante pulimento, es de duración y relativamente ligero. Se dice que sirve también para mástiles y vergas. Gravedad específica, de 0.810 á 6.19. Precio en Asunción, 55 centavos oro, por vara

LAPACHO.

El lapacho es de un color amarillo verdoso y de gran resistencia. Al aire se conserva sano por muchos años y no se raja fácilmente. Una gran cantidad de esta madera se exporta á Buenos Aires para su empleo en la construcción de caminos de hierro y barcos. Se usa en el país para la construcción de rayos de ruedas, botes y falúas. El "lapacho crespo" es una variedad veteada, y con él pueden hacerse muebles hermosos aunque pesados. Gravedad específica de 1.072 á 0.952. El precio es de unos 40 centavos oro por vara.

YBIRARÓ.

El ybiraró y el ybirapita se usan principalmente en la construcción de muebles y ruedas de carros. El primero es superior al segundo, pero no es tan abundante. Gravedad específica de 1.038 á 0.744. Precio en Asunción, \$2 por vara.

PALMAS NEGRA Y ROJA.

La palma negra y la palma roja son en extremo duras y se dice que á veces amellan el filo de las mejores hachas de acero. La palma negra sirve para enchapado fino y es susceptible de muy buen pulimento. Estas maderas duran por muchos años en el agua y bajo tierra. Se encuentran en el Chaco y el Paraguay propiamente dicho. Precio en Asunción, \$2 poco más ó menos.

CEDRO Y TIMBO.

Entre las maderas más ligeras pueden mencionarse las varias clases de cedro y el timbo. El cedro se usa mucho en este país para la fabricación de muebles, puertas, hojas de ventana, cajas, etc.; es relativamente barato y se trabaja fácilmente. Se encuentra en el sur y el suroeste, pero en el Alto Paraná y en las Misiones paraguayas se da una clase de calidad superior. El timbo es una madera ligera de vetas semejantes á las del cedro, y crece á veces á gran altura y tamaño. Los indios hacen de esta madera sus canoas, artesas para agua, etc. Se exporta muy poco. Gravedad específica, de 0.440 á 0.328.

OTRAS MADERAS.

Sólo se han mencionado las maderas del Paraguay de mejor calidad y que más se usan, pero hay muchas otras, entre las cuales pueden mencionarse el tatané, palo santo, palo de lanza, laurel negro, palo de rosa, incienso y variedades de citrus.

La cantidad de madera transportada por ferrocarril durante el año pasado se calcula en 30,000 toneladas.

TOMATES.

El tomate se da bien en el Paraguay, pero no es tan grande, ni de color tan intenso como el de Europa. Su demanda es grande en Buenos Aires á principios de la primavera, y puede venderse siempre á buen precio. Como unos 3,000 cestos fueron embarcados río abajo durante el año pasado.

PLÁTANOS.

Aunque el plátano crece aquí bien y es de excelente calidad, no se cultiva en lo que propiamente se llama grande escala. Los plátanos exportados á Buenos Aires ascienden probablemente á 10,000 racimos.

LIENZO.

En la importación de tejidos, el "lienzo" es tal vez la clase más importante, y se dice que procede casi exclusivamente de Manchester. Se usa mucho en este país, especialmente por las mujeres y los niños de la clase pobre que hacen de aquel género sayas y chales que usan en verano y en invierno. De las clases más gruesas se hacen toldos, biombos, etc. Parte de este lienzo viene de Alemania.

BRAMANTE.

Otro importante artículo de importación es el bramante, parte del cual viene de Alemania, aunque en su mayor parte es de fabricación inglesa. Las mujeres lo usan para sus camisas y chales.

CHALES.

Los chales negros de lana, ó mixtos de lana y algodón, conocidos en el país con el nombre de rebozos, son usados por casi todas las mujeres. Estos chales son, en su mayor parte, de fabricación alemana y belga, y son preferidos á los que se fabrican en Inglaterra, porque, son más baratos y los flecos son más largos y llevan mas labor.

TELAS DE ALGODÓN DE COLORES.

Las telas de algodón baratas y las muselinas vienen en su mayor parte de Inglaterra. El promedio anual de las ventas es de 100,000 piezas de 24 y 35 metros. Los géneros de esta clase, procedentes de Alemania, son superiores y obtienen, por consiguiente, un precio un tanto más alto.

DRILES, GÉNEROS PARA CAMISAS, ETC.

Las varias clases de driles y géneros de algodón para ropa de hombre son de fabricación alemana é italiana. Le mayor parte de las telas para camisas, imitación de Oxford y otras clases, proceden también de Alemania.

HILO DE ALGODÓN.

Se importan anualmente unas 3,000 cajas de carreteles de hilo de algodón de fabricación inglesa. Bélgica envía también algo de este artículo.

ARPILLERA.

Toda la arpillera que se importa es procedente de Dundee, y de 10 á 18 onzas en calidad. El promedio de venta anual es de unas 500,000 yardas. Este género se emplea principalmente para empaquetar yerba mate y tabaco.

EFECTOS DE FERRETERÍA Y QUINCALLERÍA, PORCELANA, CRISTALERÍA, ETC.

La mayor parte de los artículos de ferretería y quincallería que se importan, son de fabricación alemana y obtienen aquí preferencia á los de fabricación inglesa por razón de su baratura. Los artefactos esmaltados, los cristales y la porcelana, vienen principalmente de Austria, y se dice que son de calidad igual á los artículos de la misma clase fabricados en la Gran Bretaña, pero más baratos. Las herramientas de carpintería, cucharas, cuchillos de mesa, tenedores y utensilios de cocina, vienen en su mayor parte de Alemania y Francia y son de la clase más ordinaria y barata. Hay aquí un comercio considerable en cuchillos de vaina y puñales, pues casi todos los paraguayos cargan estas armas en sus fajas. Hasta ahora, estos artículos habían sido importados exclusivamente de Alemania, pero últimamente se han importado directamente de Inglaterra algunas cajas de cuchillos de calidad superior que han encontrado aquí fácil salida. El precio de cada uno es de $3\frac{1}{2}$ á 10 pesos.

ALAMBRE DE HIERRO.

El alambre negro que se vende aquí para cercas, es de fabricación inglesa. Se prefieren los numeros 7, 8 y 9. Se importan anualmente unos 6,000 rollos de 450 yardas cada uno.

INSTRUMENTOS DE AGRICULTURA.

La venta de instrumentos de agricultura no es grande al presente. Hachas, machetes y azadas, son los instrumentos que obtienen más demanda, pues son á veces los únicos que se usan en este país en la preparación de la tierra para las siembras. Para cortar los árboles grandes, empléase primero el machete y después el hacha para terminar la operación; la azada se usa para romper el suelo. La mayor parte de los arados que de vez en cuando se ven en uso, son fabricados en el país y tienen rejas de madera. La mayor parte de las hachas y picos que se ven en los establecimientos, son fabricados en los Estados Unidos. De igual fabricación son los azadones, palas y azadas, pues solo unos cuantos de estos instrumentos vienen de Inglaterra y Alemania. Al presente, hay muy poca demanda de estos artículos.

AZÚCAR.

A pesar de que la caña crece en abundancia, no se fabrica azúcar. Todo el azúcar que se consume en el país se importa de Buenos Aires y es de fabricación francesa. Se importan anualmente unos 8,000 barriles de 115 kilos cada uno.

ARROZ.

La importación anual de arroz se calcula en 3,000 sacos del llamado de Bremen y en 1,000 del conocido con el nombre de "Piemonte." En el país se cultiva solamente una pequeña cantidad, que es inferior al arroz importado, y cuesta de \$6.50 á \$7 la arroba (25 libras).

VELAS.

La mayor parte de las velas de estearina que se importan proceden de Amsterdam. Las velas de sebo y de cera se fabrican en el país.

PETRÓLEO REFINADO.

El petróleo refinado—unas 10,000 cajas anualmente—se importa de los Estados Unidos.

CERVEZA, VINOS Y LICORES.

Cierta cantidad de la cerveza que se fabrica en Alemania, Montevideo y Buenos Aires se importa aquí en botellas, pero la mayor parte de la cerveza que se consume en el país es de fabricación local. Por razón de su ligera consistencia y su adaptabilidad al clima, estas cervezas obtienen preferencia sobre la cerveza inglesa. De Francia, Italia y España se importan vinos en barricas y en botellas. También se fabrica vino en el país. No es de importancia el consumo de licores extranjeros.

PRINCIPALES COSECHAS.

Las principales plantas que se cosechan son maíz, mandioca, caña de azúcar, tabaco, alfalfa y frijoles. El maíz y la mandioca constituyen el principal alimento de los campesinos y de la clase pobre. Es muy difícil conservar el maíz por cierto tiempo, pues apenas se almacena es atacado por el gorgojo. El precio del maíz varía entre 50 centavos (4 d.) y \$2 (1. s. 4d.) por arroba. La mandioca, es todavía el sustituto del pan entre una gran parte de la población del campo. En los pueblos se han establecido molinos de harina y panaderías, y el consumo del pan se está extendiendo con preferencia al de la mandioca.

TRIGO.

El trigo se importa de la Argentina. Se ha intentado varias veces el cultivo de este cereal en el Paraguay, pero sin éxito.

CAÑA DE AZÚCAR.

Se da bien aquí la caña de azúcar y hay numerosas plantaciones situadas en diversas secciones del país, pero hasta el presente se ha derivado muy poco

deneficio de este cultivo. No se produce azúcar. Una compañía se ha formado recientemente con el objeto de completar y explotar una fábrica de azúcar en Ibitimi, en la línea del ferrocarril. El dueño de esta fábrica quebró antes de que los edificios y trabajos de instalación se concluyeran. Sin embargo, el capital que se necesita no ha sido suscrito todavía. Casi el único uso á que destinan los paraguayos la caña de azúcar consiste en la destilación de aguardiente y fabricación de ron. Abundan en el país trapiches de madera y pequeños alambiques.

ALFALFA.

La alfalfa produce de cuatro á cinco cosechas al año y se vende de 30 centavos á \$1.30 la arroba. Se dice que la yerba mala obstaculiza considerablemente el cultivo de esta planta.

CAFÉ.

El cultivo del café está todavía en estado experimental, pero se están fomentando numerosos cafetales en diferentes partes del país y especialmente en los establecimientos del Gobierno. El cafetal más grande está situado en el Departamento de Emboscada, cerca de la colonia de San Bernardino, que es un establecimiento alemán, situado en la orilla norte de la laguna Ipacary, la cual está cerca de la estación de ferrocarril de Patiñocué y distante unos 36 kilómetros de Asunción. En este cafetal hay ya unos 200,000 matas en producción, cuyo fruto se dice que es superior al café brasileiro. Hasta la fecha los resultados son satisfactorios y alentadores, pero no es posible decir al presente si la empresa dejará utilidades en definitiva.

El Gobierno asiste á los plantadores de café, facilitándoles la adquisición de la semilla y ofreciéndoles un premio de 30 centavos por cada mata transplantada en buenas condiciones al tiempo de la solicitud. Puede solicitarse también un préstamo de 30 centavos por cada mata, pagadero en dos plazos anuales de 15 centavos por mata.

ALGODÓN.

El algodón se cultiva en pequeña escala y es de excelente calidad. Con trabajadores buenos y en número suficiente el algodón podría cultivarse en mayor escala que en la actualidad. El Banco Agrícola se prepara á comprar algodón con semilla y sin semilla á \$4 y \$12 por arroba, respectivamente.

OTRAS PLANTAS TEXTILES.

Hay varias clases de plantas textiles en el país, entre las cuales puede mencionarse la caraguata que es una especie de piña silvestre que crece profusamente en muchos lugares. El ramié se ha cultivado con éxito en varias partes y se encontró que podían hacerse cuatro ó cinco cortes al año, pero hubo necesidad de abandonar las plantaciones por falta de maquinaria descortezadora.

ACEITE DE COCO.

El coco abunda en todo el país y el aceite que de él se extrae es de excelente calidad y se usa aquí principalmente en la fabricación de jabones. El Banco

Agrícola ha enviado muestras de este aceite á Europa y se han recibido pedidos de Inglaterra é Italia en cantidad mayor de la de que el Banco puede disponer en la actualidad. El precio que el Banco paga por el coco es de \$2.70 por arroba.

NECESIDAD DE MÁQUINAS PARA CASCAR EL COCO.

Tal vez sea conveniente decir aquí, que para el propio desarrollo de la industria del aceite de coco en este país, se hace necesario el empleo de máquinas de mano para descascarar el coco. Las pocas ahora en uso están en Asunción y no dan buenos resultados. La máquina debiera construirse de modo que pudiera romper la cáscara del coco sin dañar la pulpa y producir unas 50 libras de coco por hora. La máquina debe quebrar la cáscara lo suficiente para facilitar la extracción á mano de la pulpa, de la cual el 90 por ciento, á lo menos, deberá salir de la máquina entero. El material de las máquinas debe ser resistente y la construcción lo más sencilla posible. Su precio no debe exceder de 10 libras esterlinas. Como el tamaño del coco no es uniforme, debe insertarse una pieza que distribuya los cocos entre las diferentes cascadoras, según su tamaño.

Un cierto número de estas máquinas, tal como quedan descritas, encontraría inmediata salida.

CRÍA DE GANADO.

La cría de ganado es negocio más productivo que la mayor parte de las otras industrias del Paraguay; es, al menos, según se dice, uno de los negocios más seguros. El aumento anual del ganado en una estancia puede calcularse de 25 á 35 por ciento, pero el último tanto por ciento mencionado talvez no podría obtenerse sino en estancias donde los animales reciben el propio cuidado y donde el pasto es de calidad superior al ordinario.

El ganado es atacado raras veces de infecciones epizooticas, por más que existen otros peligros á que está expuesto con frecuencia y de los cuales á menudo víctima. Estos son las moscas, culebras, gusanos, sequiás y, á veces, los jaguares.

PRECIO DE LA TIERRA.

Los mejores terrenos se encuentran en los departamentos de Villa Concepción, San Pedro, San Estanislao, Ajos, Misiones, Neembucu, Caacupú y Caazapá. Una legua cuadrada de tierra (5,76 acres) puede comprarse por 45 libras esterlinas ó más; el precio varía según la clase de tierra, su situación y clase de yerba que produce.

Algunos terrenos pertenecientes á la Anglo-Paraguayan Company, Limited, que es propietaria de unas 3,460 millas cuadradas de tierra en la República, se vendieron recientemente á razón de £500 la legua; pero este es un precio excepcional y cualquiera porción de tierra, tal vez de tan buena calidad como aquélla, puede comprarse por mucho menos de la mitad de aquella suma.

Debe procederse con gran cuidado en la compra de terrenos en Paraguay, pues los títulos son á menudo defectuosos. Por consiguiente, antes de firmar un contrato, debe consultarse la opinión de un abogado respetable, en cuanto á la validez de los títulos del vendedor.

INDUSTRIAS.

Con excepción de las industrias de la yerba mate, la madera, el tabaco y las frutas, hay pocas más de importancia en el país. Hay varias cervecerías, tene-
rías, fábricas de fósforos y molinos de harina establecidos en Asunción y cerca
de ella. Hay también una fábrica de jabón cerca de la ciudad, y con el aceite de
coco se fabrica jabón de bastante buena calidad. También se fabrican en la
capital, y en varios otros puntos del país, ladrillos y tejas, jarros y botellas de
barro, escobas, sombreros de palma, hielo, frutas en conserva, agua de soda,
tabacos, cigarros y velas. Como ya he observado, hay alambiques para la pro-
ducción de aguardiente en todo el país. Las mujeres hacen una clase de encaje
peculiar y artístico, así como manteles, servilletas, sobrecamas, camisas y ex-
celentes hamacas de algodón basto del país. También hacen velas de sebo y de
cera.

VAPORES.

Hay dos líneas de vapores de pasajeros entre el puerto de Asunción y el río
de la Plata. Cada una de estas líneas hace un viaje semanal. También hay el
servicio quincenal (de carga solamente) de los barcos de la "Brazilian Lloyd,"
entre Montevideo y Corumba, haciendo escalas en Buenos Aires y Asunción.

PERÚ.

EL DISTRITO AURÍFERO DE CARABAYA.

El Ministro de los Estados Unidos en Lima, Señor DUDLEY,
ha enviado últimamente al Departamento de Estado un informe
fechado el 8 de noviembre de 1897, respecto del distrito aurífero de
Carabaya, en el Perú, y asegura que la pintura que allí se hace de
la citada región es exacta y fidedigna. Los datos sobre que está
basado dicho informe fueron suministrados por el ingeniero civil
E. J. PREW, quien examinó personalmente las minas de oro de
Carabaya.

Opina el Señor PREW que, comparativamente hablando, el país
aun no está desarrollado y que por donde quiera se encuentran
filones y depósitos muy ricos. Como el país está cubierto de
bosques muy espesos, es difícil explorarlo. Generalmente se
descubren las minas siguiendo el curso de los ríos que arrastran
en sus corrientes sustancias minerales. La mina más importante
que ahora se explota, es la de Santo Domingo, que una compañía
americana compró últimamente, al contado, pagando por ella

£57,000. Esta corporación tiene ahora en camino un molino de veinte pilones con todos los accesorios necesarios para triturar y amalgamar minerales. El filón de la mina Santo Domingo varía de un pié seis pulgadas á ocho piés de ancho y contiene oro en la proporción de 8 á 800 onzas por tonelada. En algunas partes se ha encontrado el precioso metal en estado casi puro. Los operarios que se emplean son generalmente indios, á quienes se les pagan 40 centavos al día, moneda boliviana.

Otros minas ricas que se hallan en este distrito son las de San Juan, Raquel y María, cuya producción durante los diez y ocho meses pasados, unida á la de Santo Domingo, arroja un total de 2,500 libras del precioso metal.

Se conceden á los compradores de minas de oro tres meses desde la fecha de la denuncia para examinar el título de propiedad; al terminar este plazo, se les ortogan generalmente noventa días más, después de lo cual, si no se toma posesión de la mina, ésta puede ser denunciada de nuevo por otras personas. Desde el momento en que se establece un título perfecto de propiedad, el Gobierno recibe anualmente 15 soles por cada pertenencia.

El único obstáculo á la explotación con buen éxito de esta región minera, es la falta de medios de comunicación. Las mercancías son llevadas á cuestras por indios y los viajeros van casi siempre en mulas. Cuando hay que cruzar ríos que por su profundidad no es pesible vadear, y donde no existen balsas, extienden un cable de hierro de un lado á otro, y el viajero, suspendido dentro de un cajón ó canasta, es conducido de una ribera á otra por medio de un sistema de motones. El costo de trasportar maquinaria es excesivo. De las estaciones más inmediatas en el ferrocarril de Juliana-Sicuni cobran £50 per tonelada.

CONSTRUCCIÓN DE UN FERROCARRIL.

En el BOLETÍN MENSUAL correspondiente al mes de diciembre de 1895, se publicaron los puntos principales de la concesión otorgada á Mr. CUTHBERT B. JONES y sus asociados, ciudadanos de los Estados Unidos. En cumplimiento de su contrato, estos caballeros organizaron últimamente en los Estados Unidos una corporación con el nombre de la Compañía del Pacífico, y á la fecha los ingenieros están haciendo el trazo del ferrocarril á que la

concesión se refiere. La línea principal partirá del puerto de Cherrepe y se extenderá hacia el oriente, en la provincia trasandina de Hualgayoc, como 230 kilómetros. Esta vía abrirá al comercio una región muy rica en carbón, plata y petróleo, que ofrece también vasto campo á la agricultura por la posibilidad de cultivar allí la caña de azúcar, arroz, granos, café, cacao y tabaco. Se asegura que cuando esta línea llegue hasta la inagotable región carbonera de Hualgayoc, se obtendrá un carbón que es una combinación del bituminoso y de la antracita, tan rico como el de Pennsylvania, y que se venderá en el puerto de Cherrepe á \$2 la tonelada, en competencia con el carbón inglés y otros que actualmente se venden en el mismo lugar á un precio que varía de \$7 á \$20 la tonelada. Se cree que, dada esta gran diferencia de precio, dichas minas podrán proveer los mercados de la costa Pacífico, desde Chile hasta San Francisco, y hasta los del Japón y China.

El Gabinete del Perú ha sido organizado últimamente como sigue:

Primer Ministro y Ministro del Interior, Señor ROMAÑA.

Ministro de Relaciones Exteriores, Señor RIVA-AGÜERO.

Ministro de Hacienda, Señor REY.

Ministro de Formento, Señor FLORES.

Ministro de Justicia, Señor LAVALLE Y PARDO.

Ministro de Guerra y Marina, Señor ROSA GIL.

ESTADOS UNIDOS.

PÁRRAFOS DEL MENSAJE DEL PRESIDENTE.

En su Mensaje al Congreso, al abrirse las sesiones ordinarias de este cuerpo el lunes 6 de diciembre, el Presidente MCKINLEY hace referencia al asunto de reciprocidad comercial con países extranjeros, en los siguientes términos:

A fin de poner en ejecución, tan pronto como sea posible, las disposiciones contenidas en la tercera y cuarta sección de la Ley Arancelaria, aprobada el 24 de julio de 1897, he nombrado al Honorable JOHN A. KASSON, de Iowa, comisionado especial plenipotenciario para que entable las negociaciones necesarias con aquellos países extranjeros que deseen aprovecharse de dichas disposiciones. Ya se ha dado principio á las negociaciones con algunos Gobiernos, tanto europeos como americanos. Creo que ejerciendo cuidadosamente el poder

que dicha ley me confiere, se salvarán ó evitarán en gran parte algunas de las dificultades con que nuestro país y los otros tropiezan en sus mutuas relaciones comerciales, y que el tráfico entre las partes contratantes puede aumentarse ventajosamente.

El Mensaje se ocupa largamente en tratar de la importancia y utilidad que la conclusión del Canal de Nicaragua tiene para el comercio del continente americano. Acerca de este proyecto el Presidente dice lo siguiente:

Asunto de magna importancia para este país, y que cada día aprecia más nuestro pueblo, es la terminación de la gran vía comercial entre el Atlántico y el Pacífico que lleva el nombre de Canal de Nicaragua. Su utilidad y valor para el comercio americano son universalmente admitidos.

Ya está dedicada á su empresa la comisión nombrada el 24 de julio último para continuar los estudios é inspecciones autorizados por la ley de marzo de 1895, con objeto de determinar la ruta más conveniente, practicabilidad y costo de construcción del Canal de Nicaragua, á fin de levantar planos completos para todas las obras de construcción. A su debido tiempo tendré ocasión de transmitir al Congreso el informe de esta comisión, haciendo á la vez las consideraciones que crea del caso.

EL CANAL DE NICARAGUA.

El 17 de enero próximo se reunirá en Kansas City, Missouri, una convención con el objeto de pedir con urgencia al Congreso que destine el dinero para la construcción del canal de Nicaragua. Este movimiento ha sido iniciado por personas distinguidas de aquella ciudad que se dedican al comercio, á empresas de ferrocarril, á manufacturas y á la compra y venta de bienes raíces. Se ha pedido á los gobernadores de los Estados del Oeste que nombren delegados á la convención y que atiendan á ella en persona.

Mr. JAMES H. HARKLESS, que es el promotor original del proyecto y presidente de la asociación, dice á ese respecto lo siguiente:

El Gobierno no podría gastar dinero con más provecho para los Estados que se hallan al oeste del Misisipi, que invirtiéndolo en la construcción de un canal á través del istmo que une el Atlántico con el Pacífico. En la actualidad estamos construyendo un puerto sobre el Golfo de México para el embarque de granos, (Port Arthur), en la extremidad del ferrocarril llamado Pittsburgh & Gulf, y de esta manera Kansas City quedará 700 millas más cerca de la costa de lo que estaba antes. Una línea de navíos llevará nuestros granos y productos de dicho puerto á Europa. Porqué no pueden estos barcos entrar en competencia con otros en el Pacífico como van á hacerlo en el Atlántico? La única razón es que tendrían que dar la vuelta al Cabo de Hornos y navegar 10,000 millas más que si el canal estuviera abierto. El canal nos trairía directamente el comercio de las islas del Pacífico y haría más baratos los fletes entre los ya referidos Estados

del Misisipí y la China. Todo demuestra que este Gobierno debe construir, poseer y dominar el canal. El plan de Lesseps era construir un canal de treinta millas de largo y en línea recta á través del istmo. Se calcula que el canal americano costaría como \$100,000,000, pero este gasto nada significaría comparado con las ventajas que este país reportaría. Si los Estados Unidos no lo construyen, otro país lo hará.

IMPORTACIÓN DE CUEROS Y PIELES.

A pesar de la inmensa cantidad de cuero crudo que sale de los mataderos de Chicago y otras ciudades de importancia, los Estados Unidos se ven obligados á acudir al extranjero en busca del que necesitan para abastecer sus tenerías.

El valor de los cueros sin curtir que se importan anualmente alcanza á la suma de \$20,000,000. Los cueros se importan ya completamente secos ó salados de fresco.

Las pieles de cabra constituyen casi la mitad de la importación, ó sean \$10,000,000 anuales; España hace la mayor parte de la importación de este artículo. Ocupan el segundo lugar los cueros de buey y de vaca, importados principalmente de la República Argentina y del Uruguay.

La importación de pieles y cueros curtidos, que antes era muy grande, ha decrecido considerablemente durante la última década. El tafilete ocupa el primer lugar; su importación anual es de \$3,500,000; las pieles de carnero vienen en segundo término, con una importación de \$650,000; en este artículo Francia es la principal proveedora; vienen en último lugar, la suela, con una importación de \$160,000; el cuero curtido á casca, \$20,000, y otros productos en cantidad insignificante.

Los Estados Unidos exportan un número muy reducido de cueros y pieles crudos, pero si exportan ciertas manufacturas de esta clase, principalmente zapatos.

VENEZUELA.

COMERCIO DE TRÁNSITO CON COLOMBIA.

El Congreso de los Estados Unidos de Venezuela, en su última sesión, aprobó un código de leyes sobre el comercio de tránsito entre aquel país y Colombia. Estas leyes regulan el tránsito de las mercancías extranjeras por la República de Colombia en los puertos de Maracaibo y Cúcuta, y reciprocamente el tránsito

por Venezeula de las mercancías colombianas destinadas á la exportación por el puerto de Maracaibo.

El artículo 2º del código dice:

La introducción de mercancías extranjeras por el puerto de Maracaibo, de tránsito para Colombia, quedarán sujetas á todas las formalidades, condiciones, y penas establecidas por las leyes de aduana respecto de las mercancías importadas en Venezuela.

Las mercancías de tránsito serán enviadas bajo factura consular por separado, consignándose que los artículos se destinan á un punto ó á puntos en Colombia. Los géneros así destinados podrán permanecer en depósito por treinta días en la aduana de Maracaibo. Antes de que los géneros se embarquen para el interior se exigirá del dueño que deposite en la oficina correspondiente un certificado *pro forma*; las hojas en blanco *para* la extensión de este documento podrán obtenerse en las aduanas.

Además de los derechos de importación ordinarios, los importadores pagarán uno por ciento sobre el importe de la factura como derecho de almacenaje.

La misma ley autoriza la admisión en Venezuela, por la aduana de San Antonio del Tachira, de las manufacturas y productos nativos de Colombia.

El artículo 32 dice:

Las frutas y productos naturales de Columbia serán admitidos libres de derechos en las aduanas de Maracaibo y Tachira mientras los de Venezuela disfruten de los mismos privilegios en Colombia.

Por el artículo 33 los productos nativos, manufacturados en Colombia, están sujetos al pago de los derechos establecidos en la tarifa de Venezuela, según sus respectivas clases. Estas leyes empezaron á regir el primero de octubre del presente año, derogando todas las leyes anteriores relativas al comercio de tránsito entre los dos países.

LA EXPOSICIÓN PAN-AMERICANA DEL NIÁGARA.

En el número del Boletín correspondiente al mes de octubre, se publicó una extensa descripción del proyecto de la Exposición Pan-Americana del Niágara, y se dieron á conocer los nombres de

sus principales iniciadores y los de los miembros de la comisión organizadora.

El proyecto tan meritorio en sí mismo, ideado con el objeto de acercar más entre sí á los pueblos é industrias del hemisferio occidental, parece que está recibiendo toda la atención que merece, tanto en los Estados Unidos como en el extranjero. La magnitud de la obra y la energía con que se está desenvolviendo, han recomendado el proyecto á la consideración del Gobierno nacional. Trátase de obtener del Congreso una consignación que al mismo tiempo que dé al proyecto la sanción del Gobierno nacional, sentándolo así sobre una base firme por medio de su auxilio material, sirva también para preparar de la manera debida la mejor exhibición de los productos especiales de los Estados Unidos.

Los nombres que figuran á la cabeza del proyecto, son una garantía de que el apoyo del Gobierno será debidamente secundado y que la exposición será rival, en muchos particulares, de la Exposición Universal y superior á ésta en algunos respectos.

El lugar escogido es, por demás, apropiado al objeto, pues es una isla en el río Niágara, que cuenta con un área bastante extensa, y situada á la vista de la poderosa catarata, cuyas titánicas fuerzas no se han utilizado hasta el presente, sirviendo sólo como el espectáculo más grande ofrecido al hombre por la naturaleza. El tiempo es oportuno también para dar á conocer el progreso nacional del Nuevo Mundo en el siglo diez y nueve. México y las principales repúblicas de la América Central y del Sur han solicitado espacio, que ya se ha concedido y asignado, para la exhibición de sus respectivos productos.

El Secretario, Mr. R. C. HILL, hablando de la exposición y sus propósitos, dice:

“Lo que nos proponemos es mostrar el progreso de este hemisferio en sus principales órdenes, y abrir una gran exposición de arte é industria. No es una exposición universal, y sólo es internacional por cuanto en ella habrán de figurar todos los países de este hemisferio, al cual quedará limitada. Creemos que no sólo será de utilidad para nuestras industrias, sino que dará por resultado, también, una mejor compenetración de intereses entre los diferentes países. Será además una especie de ilustración de la doctrina de Monroe, por cuanto evidenciará que existe una América para los americanos y explicará por sí sola la razón por la cual los america-

nos deben permanecer unidos. Anúnciase que el Congreso Pan-Americano se celebrará en Washington en el año de 1900, pero yo creo que esta fecha será alterada y que aquel congreso tendrá lugar aquí en 1899, fecha de nuestra exposición. Así pensaban los delegados del Congreso Pan-Americano cuando conferenciamos aquí con ellos acerca de la exposición el año pasado.”

La dirección de los trabajos está en manos del Capitan JOHN M. BRINKER, de Buffalo, como Presidente, cuya sagacidad descubrió el uso práctico á que podía aplicarse la prodigioso fuerza dinámica de la catarata, y á cuya energía se debe la construcción del ferrocarril del Niágara. Las personas que le asisten, todas las cuales cuentan con conocimientos y experiencia en la clase de trabajo que tienen entre manos, son W. CARYL ELY, director-general; F. C. M. LANTZ, tesorero, y RICHMOND C. HILL, secretario.

Las oficinas generales de la compañía ocupan un piso entero del “Coal and Iron Exchange Building,” de Buffalo, N. Y., y se proyecta el establecimiento de oficinas sucursales en Nueva York, Chicago y Wáshington, D. C.

COMERCIO DE MAQUINARIA Y HERRAMIENTAS CON LA AMÉRICA LATINA.

La “*Révue du Commerce*,” de 4 de diciembre de 1897, publica un artículo muy importante y oportuno sobre la clase de maquinaria é instrumentos de agricultura propios para la importación en la América latina y otros países tropicales. La demanda de estos artículos crece cada día, y el principal obstáculo para un desarrollo mas rápido del comercio es la falta de conocimiento por parte de los fabricantes y exportadores, de los hábitos industriales y condición en general de estos países. Al considerar esta cuestión, no debe perderse de vista el hecho de que las piezas de maquinaria, después de recibidas por el importador, necesitan ser dispuestas y unidas en debido orden, lo cual es á veces imposible sin el auxilio de ingenieros ó mecánicos prácticos. En las más avanzadas colonias inglesas y en los puertos de mar, puede encontrarse el auxilio necesario para llevar á cabo aquella operación, pero en los

pueblos del interior y aun en grandes ciudades, como Río de Janeiro, Buenos Aires y Valparaíso, no siempre se encuentran los grandes talleres de maquinaria con el personal competente para prestar aquella clase de auxilio, y en los distritos rurales es completamente imposible. El fabricante que envía la maquinaria no cuenta más que con la inteligencia de sus propios empleados.

En los climas cálidos los centros de civilización se limitan principalmente á las ciudades de la costa y á los puertos de mar. En el interior la población se desarrolla casi completamente ajena á la influencia extranjera. Esta población pudiera decirse que vive adaptada á las condiciones naturales del país y se compone á veces de descendientes de europeos, criollos ó mestizos. Así pasa, por ejemplo, en Colombia, Ecuador, Venezuela, Perú, Bolivia y México. Hay vastos territorios no abiertos todavía á la navegación fluvial ó á los ferrocarriles, donde el transporte se hace todavía por medio de bestias de carga y vehículos de construcción primitiva. A menudo se usan también carretillas de mano ó cargadores. Es evidente que en estas condiciones el transporte de las máquinas y la ordenación de sus piezas tienen que presentar grandes dificultades.

Toda la maquinaria que haya de usarse en el interior de los mencionados países, debiera fabricarse teniendo en cuenta que allí no se emplea mas combustible que la leña. Es muy raro encontrar carbón lejos de la costa. También se emplea raras veces el gas como fuerza motriz, pero en cambio el petróleo puede utilizarse con aquel objeto, pues kerosene refinado es ya un artículo de comercio universal que puede encontrarse en todas partes al objeto de aplicarlo como motor para máquinas. La electricidad, ya para alumbrar, ya como fuerza motriz, promete un gran porvenir, porque el caudal de agua es abundante en estos países y hace posible la instalación de pequeñas maquinarias eléctricas y teléfonos. Los aparatos eléctricos tienen también la ventaja de que pueden transportarse más fácilmente, porque son menos voluminosos que las máquinas de vapor, y por medio de mulas dispuestas en una sola fila y unidas por largas varas, puede hacerse el transporte de aquella maquinaria, aún por las montañas donde la pendiente no es muy rápida.

Además, las piezas que se transporten por medio de mulas no

deben pesar más de uno y medio á dos quintales, á lo sumo, y la carga debe distribuirse por parejo á ambos costados de la bestia. Los adelantos de la civilización se encargarán de modificar y mejorar este medio de transporte; los senderos serán substituidos por caminos y carreteras, y territorios de difícil acceso ahora quedarán apropiados á un tráfico más amplio. La conformación física de aquellos países es precisamente lo que nos obliga á hacer estas indicaciones respecto del progreso en las vías de comunicación. Dichos países son muy ricos en toda clase de productos, y como ejemplo de esta riqueza puede citarse á la República Argentina, que se prepara para iniciar una competencia en productos agrícolas de importancia manifiesta.

Mientras mayor sea la producción agrícola de estos países, menos podremos contar con sus mercados para nuestra exportación. En los territorios del interior, los productores tratarán de manufacturar sobre el terreno los productos del suelo con el objeto de economizar los gastos de transporte, y habrá naturalmente una demanda de aparatos tales como alambiques para los productos del maíz, de los cereales, de la patata, etc., y de prensas para frutos oleaginosos. También jugarán importante papel en la explotación de las industrias de estos países, las máquinas centrífugas para la fabricación de aceite y mantequilla; bombas de mano ó movidas por fuerza animal; aparatos de petróleo ó gas; máquinas pequeñas para la fabricación del hielo necesario para la conservación de los productos que se descomponen fácilmente; maquinaria para la fabricación de cajas de lata para conservas; prensas pequeñas para cemento y utensilios para pavimentar y ferrocarriles portátiles. La alta temperatura de aquellos climas, favorece también la importación de maquinaria para la fabricación de aguas gaseosas. También se presentarán ocasiones para la instalación de pequeños cilindros para la fabricación de chocolate en las ciudades importantes.

El gran número de ríos y arroyos que hay en estos países facilita la instalación de pequeños molinos para moler los productos locales, y favorecerá también el establecimiento de pequeños talleres de aserrar. La introducción de estas máquinas se llevará á cabo con relativa lentitud y habrá que vencer, en muchos casos, la indecisión de los habitantes de aquellos países, respecto á la adopción de nuevos artículos. No saben cómo hacer las reparaciones

necesarias sin previa información, y su experiencia en la materia ha sido costosa.

La importación de herramientas ofrece campo más vasto que la de maquinaria y aparatos mecánicos. Aunque los habitantes de estos países se han mostrado rehacios en cuanto á la adopción de las herramientas modernas y perfeccionadas de los Estados Unidos y Europa, esta repugnancia desapareció pronto cuando palparon su verdadero valor. Las dificultades del transporte influyen menos en la importación de herramientas que en la de maquinaria. Tan pronto como los nativos se dan cuenta del valor de los artículos perfeccionados, pagan lo que se les pide por lo que han encontrado bueno. Se han importado millones de cierta clase de cuchillos alemanes en la América Central y del Sur; otras clases de cuchillos, así como también hachas, martillos, etc., se han importado para trabajos de mano, para el corte de los montes, para la explotación de minas y para el cultivo de las tierras. Algunos cuchillos útiles en un país serían inútiles en otros. Una clase de cuchillo que se ha usado con provecho en Pernambuco y el interior de Bahía, sería inútil en la Habana. En este último punto, los españoles usan el machete que sirve de arma y también para cortar caña en los ingenios. Se comprende fácilmente que la forma del cuchillo debe ser apropiada á la naturaleza del monte, plantación ó cultivo en que ha de utilizarse y que los demás adelantos científicos serían inútiles.

Es evidente que con el arado se obtienen mejores resultados que con la azada, pero esto no le importa al nativo que no tiene dinero para comprar un arado y los productos de cuyo plantío bastan á satisfacer las necesidades de la familia. El hace lo que necesita para vivir y esto es lo único que pide. Por razón de las grandes distancias y del mal estado de los caminos y de lo costoso del transporte, no se piensa en la exportación del sobrante de la cosecha. ¿A qué conduce, pues, la extensión de un cultivo que no ha de rendir provecho? Esta condición y estado de cosas cambiarán con el ensanche de la civilización y principalmente con el aumento de la población de aquellos países.

Los emisarios del comercio y de la industria no tardarán mucho en despertar las necesidades de los habitantes de estos países; si ello no fuera cierto y si los países de que hacemos mérito no estuviesen ya entrando en una civilización más avanzada, no aumenta-

ría su demanda de productos extranjeros. La misión de aquellos emisarios es crear necesidades en aquellos países más que en ningún otro lugar. Pero esto solo puede conseguirse por grados; y es en los países no abiertos completamente al tráfico donde aparecen más pronto nuevas necesidades y donde la población se dedica con mayor empeño á un cultivo más amplio.

Por otra parte, en los lugares no abiertos á la circulación es donde el hombre permanece por largo tiempo contento con el mezquino comercio en cuentas multicolores y artículos de bagatela, y en donde se echa de menos el gusto por los artículos de verdadero valor que tienen demanda en los centros civilizados. Facilitar los medios de comunicación y abrir campo al tráfico es el objeto principal de la economía política de los países competidores. Lo que se ha dicho de maquinaria y herramientas es aplicable también á otros artículos. Son dignos de mención como artículos útiles en estos países, los cepillos niveladores y tornos de barrenar de construcción tan sencilla como sea posible; máquinas para moler y fraguas portátiles; tubos para cañería de agua; estaño en hoja ó de otra clase; hierro acanalado que se emplea en la construcción de casas y almacenes; prensas para frutas y flores destinadas á la producción de esencias; máquinas para limpiar y descascarar el café; molinos de todas clases para piedras, arena, yeso y cemento, y pequeñas prensas de cilindro.

Todos estos países usan pólvora y dinamita para volar rocas, explotar canteras, etc., y necesitan también alambres y aparatos sencillos para levantar pesos, así como también cables sencillos para minas y materiales para la construcción de puentes. Podrían importarse asimismo herramientas de herrero, clavos y tornillos para madera, etc.

SERVICIO DE VAPORES EN EL PACÍFICO.

El Honorable HENRY L. WILSON, Ministro de los Estados Unidos en Chile, comunica á esta Oficina que las dos líneas de vapores que hacen el servicio entre Valparaíso y Panamá proyectan extenderlo hasta San Francisco. Según el itinerario actual, los vapores salen de Valparaíso una vez á la semana y hacen escala en Coquimbo, Antofagasta, Iquique, Mollendo y el Callao, haciendo el viaje á Panamá en doce días. Saliendo de Panamá en su viaje

hacia el norte, dichos vapores harán escala en los principales puertos mexicanos, llegando á San Francisco en doce días, á contar desde la fecha de su salida de Panamá. Por consiguiente, el viaje completo de Valparaíso á San Francisco será sólo de veinte y dos días.

Las mayores facilidades que este nuevo arreglo ofrece, tanto a tráfico de pasajeros como al transporte de mercancías, serán naturalmente de gran beneficio para los puertos de la costa del Pacífico.

Las líneas mencionadas son La Compañía Sud Americana de Vapores, bajo la bandera chilena, pero de la propiedad en su mayor parte de súbditos ingleses, y la "Pacific Steam Navigation Company," compañía exclusivamente británica. Estas dos compañías están subvencionadas por el Gobierno chileno y se hallan en condiciones prósperas.

COMERCIO MISCELÁNEO.

REPÚBLICA ARGENTINA.

Hoja de Palastro Americano.

Una de las primeras casas comerciales de la República Argentina asegura que el tráfico en hoja de palastro ha alcanzado gran incremento en aquel país, debido á que cada día se la emplea más para construcciones. Los fabricantes de los Estados Unidos comienzan á convencerse de que los mercados sudamericanos son muy importantes y hacen esfuerzos para que sus productos puedan competir allá con los ingleses. Uno de los obstáculos con que tropiezan ha sido hasta ahora la diferencia en los fletes, porque estos cuestan como 10 por ciento menos de Inglaterra que de los Estados Unidos. Se tomarán medidas para obviar esta dificultad, y se cree que la prontitud en la remisión de mercancías de los Estados Unidos favorecerá á este país en la competencia que se ha suscitado.

Embarques de Papel.

Se asegura, apoyándose en autoridades, que constantemente se exporta á Lóndres papel de los Estados Unidos para ser de allí reembarcado al Brasil. Papel para periódicos, para techos y para papeleros ha sido pedido por casas exportadores en cantidades que ascienden á millares de pesos. Esto se debe á que en la América Central y del Sur ignoran lo que es la producción de este artículo en los Estados Unidos, y á que casas inglesas, en competencia con los fabricantes alemanes, disponen de un tráfico al que los americanos han dedicado poca atención.

CHILE.

Producción de Nitrato.

Según el "Chilian Times", la producción de nitrato en 1896 ascendió á 23,832,434 quintales, y la exportación á 24,066,189. Los principales países adonde dicho artículo se exportó, son Ale-

mania, los Estados Unidos, la Gran Bretaña, Francia, y Holanda. Por los datos publicados y que muestran la cantidad de nitrato que se ha consumido en el mundo durante los últimos siete años, se ve que ha habido un aumento de 4,359,627 quintales, ó sean 200,000 toneladas inglesas en 1896, sobre lo que se consumió en 1890. El exceso de la exportación en 1896 sobre la producción que se calculó por ese año, se debe á la excesiva producción en 1895.

La Compañía Tabaquera Sudamericana. La Compañía Tabaquera Sudamericana, establecida en Valparaíso, y que emplea 160 operarios, importa para la manufactura de cigarrillos grandes cantidades de tabaco americano en rama, de la clase que crece en Virginia y en la Carolina del Norte. Además de lo que introduce de los Estados Unidos, la compañía hace venir tabaco de la Habana, de Egipto, de Turquía y de la parte norte del Brasil. Se asegura que la producción de este establecimiento es de 900,000 cigarrillos y 10,000 libras de tabaco labrado. Si los exportadores hicieran esfuerzos adecuados, aumentaría mucho el consumo de tabaco americano en Chile.

ECUADOR.

Facturas Consulares. Por un decreto del Ejecutivo todas las mercancías destinadas al Ecuador deben ir acompañadas de una factura consular con el visto bueno del cónsul ó de la persona autorizada para obrar como tal en el puerto de embarque. Todo bulto que pese más de 50 kilogramos debe llevar marcado en la parte exterior, con números claros, su peso bruto. Todo peso que exceda del 10 por ciento al declarado en la factura, pagará un recargo de 100 por ciento sobre los derechos aplicables al artículo, de conformidad con las leyes aduaneras existentes.

HAITÍ.

Línea de Cable á la América del Sur. La Compañía de Telégrafo y Cable de los Estados Unidos ha inaugurado últimamente su línea cablegráfica á la América del Sur. El cable sale de Lóndres y termina en el Cabo Haitiano, donde hace conexión con el cable francés de las Antillas que toca en Venezuela, la Martinica, las Guayanas Francesa y Holandesa, y Pará, en el Brasil. En este último punto el cable francés se une con las líneas telegráficas del Brasil, y después con las de la Argentina. Este cable acorta la distancia para los cablegramas entre Inglaterra y la América del Sur, y reduce el costo de los mismos como 25 por ciento.

MÉXICO.

Trabajadores Japoneses en los Cafetales. El Señor WILLIAM LAING MALCOLMSON, que residió por muchos años en Ceilán dedicado al cultivo de café en gran escala, y que por algun tiempo ha estado en México investigando las ventajas que puede ofrecer dicho cultivo en esa República, ha logrado interesar á muchos ricos plantadores de café en la compra de grandes plantaciones en el istmo de Tehuantepec. Por medio del ministro japonés en México, el Señor MALCOLMSON ha concluido algunos arreglos preliminares para la introducción de una gran

colonia de trabajadores japoneses á la República, á fin de emplearlos en los cafetales. Opina dicho señor que los terrenos del sur de México se adaptan mejor para el cultivo del café que cuantos él ha visto, y que el trabajador japonés es especialmente adecuado para este cultivo.

Maquinaria Americana. El desarrollo industrial de México ha dado por resultado mayor demanda de maquinaria americana, y durante el año pasado, sobre todo, hubo mucha necesidad de máquinas y calderas para minas. Una casa emprendedora y activa de Erie, Pennsylvania, envió lo que se necesitaba. No es solamente una clase de maquinaria, sino todas las que hacen falta allá, y los fabricantes americanos tienen un vasto campo para sus negocios. Los de Europa les hacen enorme competencia.

Exportaciones Mexicanas en 1896 y 1897. Según datos estadísticos últimamente publicados por el Ministerio de Hacienda, México exportó durante el año económico de 1896 á 1897, metales preciosos por valor de \$66,183,097, y otros artículos por valor de \$45,163,397, formando un total de \$111,346,494. La exportación total durante el año económico anterior fué solamente de \$105,016,902, lo cual prueba que ha habido un aumento de \$6,329,592.

Informe del Señor Don Enrique Sanchez. El Señor Don ENRIQUE SANCHEZ ha tenido la atención de enviar á esta Oficina una copia del informe que dirigió al Gobernador PRÓSPERO CAHUANTZI, del Estado de Tlaxcala, México, relativamente á su misión como delegado oficial de aquel Estado al Congreso Mercantil que se reunió en junio pasado en Filadelfia, Estados Unidos de América, al favor de los Museos de Filadelfia.

El informe es claro é interesante y pone de manifiesto la magnitud del proyecto que dichos Museos tienen á la mira para fomentar el tráfico de los Estados Unidos con México y otros países latino-americanos. El Señor SANCHEZ recomienda que se exhiban en las Museos muestras de los productos agrícolas, minerales é industriales del Estado de Tlaxcala, á fin de que puedan verlas aquellas personas que están interesadas en el adelanto de México.

NICARAGUA.

Cosecha de Café. Los informes recibidos del departamento de Matagalpa relativos á la cosecha de café para el año de 1897 á 1898, indican que será demasiado grande para ser transportada por medio de mulas y carretas de bueyes. Con este motivo, el Congreso de Nicaragua ha autorizado al Presidente ZELAYA para que haga construir una vía férrea que, partiendo de la ciudad de Matagalpa, se una con el ferrocarril nacional. Las plantaciones de azúcar y de café se han desarrollado tanto, que se hace necesario disponer de máquinas más grandes y mejores, así como de métodos más rápidos, para obtener los productos respectivos.

PERÚ.

Abolición del Derecho de Exportación Sobre la Plata. El 11 de setiembre último, el Gobierno peruano emitió un decreto por el cual fué abolido el derecho de exportación de 3 por ciento ad valorem que se pagaba sobre la plata acuñada, en pasta

y chafalonía. Esta exención no se extiende á la moneda de oro nacional ó al oro en barras ó en polvo, que seguirán pagando el derecho de exportación del 3 por ciento.

ESTADOS UNIDOS.

Las Pielés de Ternero son Libres de Derechos en los Estados Unidos.

La Junta de Aforadores Generales de los Estados Unidos decidió, el 3 de diciembre de 1897, que las pieles crudas de ternero, que sirven para hacer casi todo el calzado que se usa en este país, serán en lo futuro introducidas libres de derechos. Según esta resolución, las pieles crudas de ternero no deben clasificarse, siguiendo el arancel de Dingley, como cueros de res crudos, que pagan un derecho de 15 por ciento ad valorem, sino que están exentas de todo derecho y figuran en la lista de artículos libres, bajo el nombre de pieles crudas. La Junta encuentra también que la palabra "cuero" se aplica técnicamente á las pieles de animales grandes, tales como caballos, bueyes, vacas y toros, mientras que la expresión "piel" se emplea hablando de las de ovejas, terneros y cabras. La palabra "cuero," como término comercial, se refiere á los que pesan veinticinco libras ó más. A los que pesan menos se les llama "pieles." Tratándose de pieles y cueros secos, un peso de doce libras marca la línea divisoria.

El Cedro Sudamericano.

En un informe de mercado de Nueva York, correspondiente al mes de diciembre de 1897, se asegura que el cedro español ha encontrado un rival en el que se produce en varias partes de las Antillas, México, la América Central y de la Sur. Este se ha usado á satisfacción general, no es tan caro como el otro y es probable que afecte la venta del cedro español en lo futuro de una manera permanente. La cantidad que de este último hay ahora en el mercado es pequeña.

Tráfico de Bicicletas.

Al comparar los datos estadísticos del tráfico de bicicletas con la América latina durante los años económicos de 1896 y 1897, se ve un aumento notable en el valor del mismo en 1897. Del mencionado artículo se exportó para México en 1897 una cantidad por valor de \$73,117, lo cual indica un aumento de \$48,839 sobre el año precedente. A la Argentina se envió por valor de \$42,091 en 1897, contra \$4,065 en 1896, mientras que el Brasil ocupa el tercer lugar, con un valor de \$29,355 en 1897 y de \$13,592 en 1896. La exportación á la América Central, Santo Domingo y Colombia, aumentó durante los dos años en \$6,020, \$4,642 y \$1,278, respectivamente. En los otros países sudamericanos se importaron bicicletas por valor de \$73,507 en 1897, y de \$13,401 solamente en 1896, lo cual muestra un aumento notable de \$60,106.

URUGUAY.

Tráfico entre los Estados Unidos y Montevideo.

Según datos que se han publicado relativos á las exportaciones hechas por el puerto de Montevideo durante los primeros nueve meses del año corriente, se ve que los Estados Unidos ocupan el primer lugar entre los países que importan cueros de buey secos del Uruguay, pues en el espacio mencionado tomaron 245,605 cueros, ó sea más de la mitad del total exportado, que fué de 466,795. De los cueros salados, los Estados

Unidos recibieron cerca de la quinta parte de la cantidad que el Uruguay exportó, ocupando así el cuarto lugar entre las naciones que se dedican á ese tráfico. En cuanto á la importación de lanas del Uruguay, los Estados Unidos ocupan el tercer lugar, pues de las 50,552 pacas que se exportaron, este país tomó 11,738. Más de una tercera parte de la cantidad de pelo que se embarcó en Montevideo vino á los Estados Unidos, ascendiendo la exportación total á 940 pacas.

VENEZUELA.

El Comercio de Ganado. Según informa el Ministro FRANCIS B. LOOMIS, el negocio de ganado en Venezuela puede convertirse en una amenaza para los que se dedican á él en los Estados Unidos. En apoyo de su aserción, el Ministro hace referencia á lo que ha aumentado en Venezuela el ganado durante los tres años pasados. En 1894, había en el país 5,000,000 de cabezas, y hoy se cuentan 10,000,000. Se cree que este número será más del duplo de lo que es ahora dentro de los cuatro años venideros. Los esfuerzos que Venezuela ha hecho á fin de obtener un mercado para su ganado, han tenido un éxito tan favorable, que se trata de extender dicho tráfico á Cuba y á otras de las Antillas.

Región do Oro del Guarico. Según el "Heraldo de Venezuela," las noticias relativas á las minas de oro del distrito de Guarico, son cada día mas halagadoras. Al presente, hay ocho compañías extranjeras explorando el distrito. Se han concedido ya treinta y cuatro pertenencias mineras y se han denunciado muchas otras minas cuyos planos han sido previamente presentados. Dícese que una compañía ha pedido á Inglaterra doce molinos que habrán de ser movidos por fuerza hidráulica. La vena en esta mina tiene diez piés de ancho y contiene cuarzo tan rico en oro, que este metal aparece perfectamente visible.

La Orinoco Company. La Orinoco Company se prepara para la inmediata explotación de las minas de hierro descubiertas dentro de los límites de su concesión. En estas últimas semanas se ha descubierto una vena mineral de 100 á 200 piés de ancho y cinco millas de largo, á dos millas de Santa Catalina. A cinco millas de la mencionada ciudad, se han encontrado otros depósitos mayores. Estos depósitos se consideran inagotables, y se dice que el hierro es superior en calidad al procedente de España y Africa. La gran compañía, á cuyas manos ha pasado por virtud de concesión esta parte de Venezuela, iniciará pronto otras empresas en esta rica región.

ASOCIACION NACIONAL DE FABRICANTES.

Asociación Nacional de Fabricantes La Oficina ha recibido la noticia de que varios exportadores y fabricantes prominentes de las principales ciudades de los Estados Unidos están tomando las medidas necesarias para satisfacer la necesidad que se ha venido sintiendo desde hace largo tiempo respecto de una comunicación directa con los puertos del norte y del este de la América del Sur. El asunto será discutido en una reunión de la Asociación Nacional de Fabricantes, que se verificará en la ciudad de Nueva York en el mes de enero, y se darán los pasos preliminares que conducirán á la realización del pensamiento.

Depósito en Carácas.

El depósito ó almacén para la exhibición de manufacturas americanas, establecido en Carácas, es la primera tentativa experimental que ha hecho en ese sentido la Asociación Nacional de Fabricantes. La demanda de espacio por los exponeadores ha sido tan grande, que los encargados de la administración se han visto obligados á fijar el 4 de diciembre como límite del término para recibir mercancías. En un informe fechado en Puerto Cabello, y que acaba de llegar al Departamento de Estado, el Cónsul PROSKAUER se expresa de la siguiente favorable manera acerca de la empresa y sus resultados en lo que toca el comercio de Venezuela:

“Al principio sus buenos efectos se limitarán á los grandes y ricos territorios que son tributarios de Carácas y que consumen artículos de primera calidad, pero su fama y los beneficios que producirá no tardarán en inducir á los comerciantes de las regiones central y occidental de la República á visitar la exposición. La vista misma de las mercancías y artefactos, la comparación de ellas en el lugar mismo con otros objetos semejantes, el cambio de ideas entre los representantes americanos y los comerciantes venezolanos acerca de pequeños detalles mercantiles, no pueden sino ser provechosos para ambas partes, y contribuir á disipar sérios errores que aún existen. El Gobierno está haciendo cuanto puede para fomentar la empresa, y los sentimientos amistosos de los hijos del país hácia todo lo que es americano, harán que desarrollen la mayor energía á fin de que los esfuerzos de los iniciadores del proyecto se vean coronados de buen éxito.”

LOS MUSEOS COMERCIALES DE FILADELFIA.

Proyecto de un Congreso
Comercial Internacional.

Los Museos Comerciales de Filadelfia que tuvieron su origen en la idea de ensanchar el comercio de los Estados Unidos con México y otros países de la América Central y del Sur, y también con las Antillas, trabajan ahora con gran actividad para llevar á cabo el proyecto de un congreso internacional compuesto de representantes de todo el mundo comercial. Un número reciente del “Manufacturer” anuncia que se está invitando á las cámaras de comercio y á otras instituciones comerciales de Asia, Africa, y Australasia, para que designen los comisionados que han de representarlas en el congreso.

La comisión consultiva de los Museos tiene representantes en muchos centros comerciales de los Estados Unidos y cuenta con personas amigas que atienden con celo é interés á la institución, en México, América Central, Brasil, República Argentina, Chile y demás países de la América del Sur. Como el comercio de los Estados Unidos crece cada día más en el sur de Africa, China, Japón y Australia, es de desearse que el Museo envíe también sus representantes á aquellos países. A juzgar por las respuestas favorables que se están recibiendo el proyecto promete alcanzar un éxito completo.

BOLETIM MENSAL

DA

SECRETARIA DAS REPUBLICAS AMERICANAS

UNIÃO INTERNACIONAL DAS REPUBLICAS AMERICANAS

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RELAÇÕES COMMERCIAES ENTRE OS PAIZES AMERICANOS.—VII.

A COSTA ORIENTAL DA AMERICA DO SUL.*

As republicas da America do Sul que seguem em ordem na consideração deste assumpto, são as que estão situadas na costa do Atlantico, ou pelo menos, encontram suas sahidas naturaes nesta costa. Estas republicas, dadas na ordem de sua distancia dos Estados Unidos, são o Brazil, o Uruguay, a Republica Argentina e o Paraguay, sendo este o unico paiz que não tem um porto na costa oriental. O transporte entre os Estados Unidos e esta vasta região da America do Sul, que possui não sómente grandes recursos naturaes para desenvolver-se, mas industrias muito desenvolvidas e um commercio de grande proporção, é feito directamente e com facilidade, e não espera as facilidades addicionaes que a costa occidental necessita com muita urgencia, e que seguirão a construcção de um canal atravéz de Nicaragua ou do Isthmo de Panama. A extensão do commercio actual dos Estados Unidos para as republicas situadas na parte oriental da America do Sul, depende, portanto, de condições que já existem e não das que têm de ser creadas.

A construcção do canal interoceânico daria em resultado uma

* O primeiro artigo desta serie foi publicado no Boletim de Julho de 1897.

economia de distancia entre a costa oriental da America do Sul e toda a costa occidental do Hemispherio, mas teria pouca influencia, salvo indirectamente, sobre o commercio entre a costa do Atlantico da America do Sul e o littoral do Atlantico e os portos do Golfo dos Estados Unidos. Já se encontram no vasto oceano do Atlantico caminhos maritimos curtos e practicos, e os requisitos para o desenvolvimento commercial são simplesmente os ordinarios que formam a base de todo o commercio maritimo. Em outras palavras, a unica cousa que temos de fazer, é descobrir os meios de augmentar a permuta de productos pelos caminhos estabelecidos, sem ter necessidade de remover difficuldade alguma natural. Si pudermos obter a quantidade de artigos que se exige para a troca, e os navios para levar-os, a questão ficará resolvida.

Mas ainda que os portos da costa oriental da America do Sul sejam pontos terminaes de caminhos directos e definitivos dos Estados Unidos, sua posição geographica relativa a este paiz não é de natureza a dar-lhe vantagem na concorrência com as nações europeas para seu commercio. Como se mostrou no primeiro artigo desta serie, uma grande parte do continente sul-americano está situado a léste de uma linha perpendicular traçada de New York para o sul, e, por conseguinte, a costa da America do Sul é pouco mais distante dos portos europeos do Norte do que dos portos dos Estados Unidos.

As condições, portanto, são mais similares do que na concorrência para o commercio do Mexico, America Central, as Antilhas e a costa septentrional da America do Sul, e o facto de que estes paizes estão mais proximos aos Estados Unidos, dá a este paiz grande vantagem sobre os seus competidores europeos—uma vantagem que como varias vezes tem-se mostrado nestes artigos, seria estendida á costa occidental da America do Sul, logo que estivesse concluido o canal de Nicaragua ou de Panama. Mas, apezar disto, o total do commercio da costa oriental da America do Sul é tão grande, que a parte que os Estados Unidos tomam nelle, monta a grandes proporções, ainda mesmo que as condições geographicas fossem menos favoraveis, especialmente comparada com a parte que tem o trafico da costa occidental. Segundo as tabellas publicadas pela Repartição de Estatistica do Ministerio da Fazenda dos Estados Unidos, o commercio de importação e exportação dos Estados Unidos na costa oriental da America

do Sul, durante os ultimos dous annos fiscaes findos a 30 de Junho de 1896 e 1897, foi o seguinte :

Costa oriental da America do Sul.

	Importação.		Exportação.	
	1896.	1897.	1896.	1897.
	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
Republica Argentina.....	9, 313, 385	10, 772, 627	5, 979, 046	6, 384, 984
Brazil	71, 060, 046	69, 039, 389	14, 258, 187	12, 450, 061
Paraguay				740
Uruguay.....	3, 242, 428	3, 515, 054	1, 481, 200	1, 213, 426
Total	83, 615, 859	83, 327, 070	21, 718, 433	20, 049, 211

O total do commercio dos Estados Unidos com a America do Sul durante os mesmos annos foi o seguinte :

America do Sul.

Importação.		Exportação.	
1896.	1897.	1896.	1897.
<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
108, 828, 462	107, 389, 009	36, 297, 671	33, 768, 493

Assim, vêmos que do total das importações da America do Sul nos Estados Unidos, mais do que tres quartas partes procedem da costa oriental, em quanto que quasi dous terços do total das exportações dos Estados Unidos para a America do Sul são recebidos pelo mesmo grupo de paizes. O commercio dos Estados Unidos na costa occidental comparado com o da costa oriental parece muito insignificante. Apenas as possibilidades deste trafico attrahem a attenção. Seus algarismos são os seguintes :

Costa occidental da America do Sul.

	Importação.		Exportação.	
	1896.	1897.	1896.	1897.
	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
Bolivia			21, 907	7, 787
Chile	4, 709, 017	3, 792, 434	3, 431, 808	2, 578, 911
Equador	763, 643	566, 526	689, 416	734, 868
Peru	712, 696	722, 089	999, 381	1, 108, 436
Total	6, 185, 356	5, 081, 049	5, 142, 512	4, 430, 002

Espera-se pouco augmento nestes algarismos até que a conclusão do canal interoceânico abra um caminho marítimo mais curto e mais barato dos Estados Unidos ao littoral do Pacífico da America do Sul; mas o total do trafico actual, assim como as grandes riquezas agricolas do Brazil e dos paizes do Rio da Prata, que promettem grande desenvolvimento de commercio, parece indicar a costa oriental da America do Sul como terreno favoravel no qual convem cultivar relações mais estreitas com os Estados Unidos.

Sob o ponto de vista do fabricante e exportador dos Estados Unidos, as actuaes relações commerciaes com os paizes da costa oriental da America do Sul não são satisfactorias, porque os Estados Unidos, em quanto que importam annualmente destes paizes productos no valor de mais de \$83,000,000, lhes vendem productos no valor de só \$20,000,000, ou menos de um quarto desta somma. Agora que o fabricante americano faz concurrencia com bom exito com o seu competidor europeu no proprio mercado deste, não ha razão para que não tenha bom exito na concurrencia com o seu competidor europeu nos mercados da America do Sul, ou em qualquer outro mercado estrangeiro. Elle descuida-se dos obstaculos de côstume, de relações commerciaes por tanto tempo estabelecidas, de predisposições de tarifa, e do capital europeu que está entrincheirado nas instituições bancarias e governa o cambio. Estes obstaculos, sem duvida, podem ser eventualmente vencidos, mas sómente por esforços pacientes e intelligentes.

Talvez a melhor agencia que se possa empregar para removel-os, seja um systema de reciprocidade que assegure a livre troca de productos sem prejuizo das industrias estabelecidas. Si um systema de reciprocidade fosse iniciado de tal modo que cada parte fosse beneficiada, contribuiria, sem duvida, para desviar o commercio dos caminhos europeus e para unir as republicas americanas numa verdadeira comunidade de interesses. As questões subsidia-rias, mas nem por isso menos importantes, do augmento das facilidades de transporte com vapores sob as bandeiras das republicas americanas e de estradas de ferro ligando os differentes paizes com laços de aço, e da adaptação de manufacturas dos Estados Unidos e de methodos de negocio ás exigencias do commercio sul-americano, já foram tratadas extensamente nesta serie de artigos, mas devem ser lembradas constantemente e submettidas á attenção de

todos os interessados no grande problema de condições commerciaes na America como indispensaveis a um rapido desenvolvimento.

Dos paizes de que trata este artigo o Brazil tem o maior trafico com os Estados Unidos. Durante o ultimo anno fiscal findo a 30 de Junho de 1897, o valor das exportações do Brazil para os Estados Unidos montou a mais de \$69,000,000, e o das importações montou a \$12,450,000. Houve uma diminuição de \$2,000,000 no valor das exportações comparadas com as do anno anterior e de \$1,800,000 no das importações, mas essa diminuição é de pouca importancia no valor total de um commercio que montou a \$81,000,000, e encontra precedentes nas fluctuações dos annos anteriores. Fallando em geral, não se pode dizer que as importações dos Estados Unidos no Brazil, têm augmentado numa serie de annos, em quanto que suas exportações para os Estados Unidos têm diminuido desde 1893 no valor de \$7,000,000.

Este estado de cousas é tanto mais notavel quanto é sabido que o Brazil, mais do que nenhum outro paiz da America do Sul, tem manifestado, desde muitos annos, a maior cordialidade nas suas relações, quer politicas quer commerciaes, com os Estados Unidos. Os principaes productos agricolas do Brazil, taes como o café, assucar, borracha, etc., sendo quasi exclusivamente tropicaes, este paiz não pode fazer concurrencia com os cereaes dos Estados Unidos, e, por consequinte, estes podem fazer concessões de tarifa sem prejudicarem suas industrias nacionaes. Por outro lado, ha grande variedade de productos manufacturados e alimenticios que o Brazil desejaria importar dos Estados Unidos em maior quantidade, si as condições fossem mais favoraveis. Não ha paiz no Hemispherio Occidental que pareça offerecer maiores beneficios, si se estabelecer um bem elaborado systema de reciprocidade entre elle e os Estados Unidos.

As relações entre a Republica Argentina e os Estados Unidos são menos faceis de ajustar-se, em consequencia da similhança dos principaes productos dos dous paizes, taes como o trigo e a lã. A Republica Argentina, entretanto, produz artigos da zona torrida, tanto como da zona temperada, e pode ser que os artigos (taes como o assucar) que não entram em concurrencia com os principaes productos dos Estados Unidos, salvo em pequena escala, possam ser usados como base para concessões mutuas. Tambem diz-se que certas qualidades da lã da Republica Argentina não

podem ser cultivadas nos Estados Unidos com vantagem, e, consequentemente, podiam ser admittidas em condições mais favoráveis; mas declara-se, por outro lado, que os Estados Unidos, com a protecção da tarifa, podiam cultivar em certas localidades a mesma qualidade de lã.

Esta é uma questão para ser ajustada por aquelles especialmente habilitados para resolvel-a, mas pode-se dizer que a reciprocidade subintende uma politica de dar e receber, com o fim geral de fornecer a todos o maior beneficio possível. O commercio da Republica Argentina é de grandes proporções, montando a mais de \$200,000,000 por anno. Actualmente a parte que os Estados Unidos tomam neste commercio é sómente de 7 por cento. Evidentemente seria de vantagem considerar as possibilidades de augmentar a troca de productos.

Os principaes productos do Uruguay são semelhantes aos dos Estados Unidos, a saber, gado, lã, milho, trigo, etc.; mas as estatisticas mostram que o Uruguay exporta para os Estados Unidos mais productos do que importa deste paiz, e nos paizes do Paraguay e Uruguay, os exportadores americanos encontrariam, sem duvida, um bom mercado para a venda de certas classes de mercadorias. No Uruguay, por exemplo, ha grande procura de kerosene e madeiras de construcção, e os Estados Unidos podiam, sem duvida, supprir este mercado quasi exclusivamente si os direitos impostos pelo Uruguay sobre estes artigos fossem reduzidos.

Com a excepção do Paraguay, com que os Estados Unidos têm pouco commercio, os paizes da costa oriental da America do Sul tem o balanço de commercio a seu favor. Com um ajuste de direitos aduaneiros e esforços systematicos por parte dos exportadores dos Estados Unidos, não é de duvidar, que, em vista das sympathias naturaes da Republica Argentina, do Brazil, e Uruguay para a republica irmã do Norte, estes paizes desejariam comprar em maior quantidade de um freguez tão lucrativo. Para resolver o problema do augmento do commercio, necessitam-se arranjos de reciprocidade e esforços energicos por parte dos homens de negocio dos Estados Unidos afim de vencer os esforços industriosos dos manufactureiros e exportadores europeos.

Joseph P. Smith

O AUTOR DA DOUTRINA DE RECIPROCIDADE.

*
POR ALEX. D. ANDERSON.

Desde que as republicas americanas reuniram-se em Washington em 1889, e discutiram profundamente a questão de reciprocidade, varias vezes têm-se feito nas columnas dos periodicos muitas tentativas para descobrir o autor desta doutrina popular.

Um jornal, depois de dedicar muito espaço a articulistas conhecidos para suas communicações sobre este assumpto, nas quaes todas a attribuiram a estadistas recentes, finalmente declarou no seu editorial que ainda a questão não ficava resolvida.

É a opinião geral que a doutrina de reciprocidade é de criação moderna, emquanto que é de facto tão antiga como o proprio Governo e originou-a um dos fundadores da Republica.

O melhor meio que se pode empregar para determinar esta controversia, é examinar desde o principio a historica commercial dos Estados Unidos, como consta das publicações officiaes americanas, para descobrir a primeira menção do assumpto.

No volume 1 das Relações Exteriores durante a primeira administração do Presidente WASHINGTON, encontra-se pouco sobre o commercio estrangeiro até o anno de 1793, quando THOMAS JEFFERSON, então Secretario de Estado, fez um relatorio sobre o assumpto á Camara dos Representantes.

Foi isto em resposta a uma resolução, approvada pela Camara, dous annos antes (23 de Fevereiro de 1791), para que o Secretario de Estado fizesse um relatorio ao Congresso sobre “a natureza e extensão dos privilegios e restricções das relações commerciaes dos Estados Unidos com as nações estrangeiras, e as medidas que julgasse conveniente adoptarem-se para o melhoramento do seu commercio e navegação.”

O relatorio, assim como o tempo consumido na sua preparação mostram que foi baseado n’uma investigação cuidadosa do assumpto.

Foi o primeiro relatorio bem estudado sobre nossas relações commerciaes com o exterior, e é um documento digno do espirito organisador do grande estadista americano.

Depois de apresentar os factos relativos ao nosso commercio com as principaes nações do mundo, o Sr. JEFFERSON entra em

uma discussão elaborada sobre o plano que deve governar as relações commerciaes. Elle diz o seguinte :

“ Sendo estas as restricções sobre o commercio e navegação dos Estados Unidos, a questão é saber como estas podem ser removidas, modificadas ou combatidas.

“ Quanto ao commercio ha dous methods de agir; primeiro, por meio de arranjos amistosos com as varias nações com as quaes se dão essas restricções; e, segundo, por meio de legislação especial afim de contrabalançar seus effeitos.

“ Destes dous methods, não ha duvida que o arranjo amistoso é o melhor.

“ Si o commercio, em vez de ser embaraçado com a accumulção de leis, regulamentos, direitos e prohibições, pudesse ser libertado de todos os obstaculos em todas as partes do mundo e cada paiz pudesse dedicar-se á producção de artigos a que fosse adaptado pela natureza, e si os paizes pudessem livremente trocar seus mutuos excessos de producção pelos productos de que carecem mutuamente, então seria produzida a maior quantidade possivel de taes productos que contribuem para a vida e felicidade humana, a população seria augmentada, e sua condição melhorada.

“ Ainda que uma só nação quizesse iniciar este systema de commercio livre com os Estados Unidos, seria conveniente inicial-o com essa nação, desde que é sómente de uma a uma que se pode estender o systema a todas. Quando as circumstancias de uma ou outra parte exigem a imposição de direitos sobre o commercio, sua liberdade neste particular podia ser modificada por medidas mutuas e equivalentes, conservando-a inteira em todos os outros particulares.”

* * * * *

“ Mas si uma nação, contra nossos desejos, suppuzer ser de mais vantagem continuar seu systema de prohibições, direitos e regulamentos, é preciso tambem que protejamos nossos concidadãos, seu commercio e navegação, por outras prohibições, direitos e regulamentos semelhantes. O commercio e navegação livres não devem ser trocados pelas restricções e vexames, e não é provavel que estes sejam mitigados por aquelles.”

* * * * *

Os principios seguintes baseados na reciprocidade parecem perfeitamente equitativos, e não offerecem ás outras nações razão para reclamação.

Quando uma nação impõe direitos excessivos sobre nossos productos, ou os prohihe, será conveniente fazermos outro tanto, primeiro onerando ou prohibindo os productos que nos trazem em concorrência com os nossos semelhantes; em segundo lugar, escolhendo os productos manufacturados que recebemos dellas em maior quantidade, e que, ao mesmo tempo, podiamos produzir nós mesmos no menor espaço de tempo, ou obter de outros paizes, impondo sobre elles direitos primeiramente pequenos, e depois augmental-os á proporção que outros meios de supprimento se abrirem. Estes direitos dando em resultado a animação indirecta das fabricas nacionaes, podem persuadir o manufactureiro a immigrar para estes Estados, onde os meios baratos de subsistencia, as leis equitativas e a venda de suas mercadorias livres de direito, podem garantir-lhe grandes lucros para sua habilidade e diligencia.”

Este documento, cujos trechos ficam citados, é de interesse especial para as juntas de commercio, e outras organizações commerciaes nos Estados Unidos, que têm mostrado recentemente grande interesse na doutrina de reciprocidade, e deve ser publicado de novo, como materia de valor e interesse para o publico.

REPUBLICA ARGENTINA.

COMMERCIO ESTRANGEIRO DURANTE O PRIMEIRO SEMESTRE DO ANNO DE 1897.

Do relatório publicado pela Repartição Nacional de Estatísticas, são tomados os seguintes dados relativos ao commercio estrangeiro da Republica Argentina durante o primeiro semestre do anno corrente :

O total das importações e exportações, exceptuando a moeda cunhada, montou a \$113,742,314, em ouro, contra \$121,773,627 durante o mesmo periodo em 1896, ou uma diminuição de \$8,031,313, dos quaes \$2,068,868 pertencem ás importações e \$5,968,445 ás exportações.

As importações attingiram á somma de \$49,987,541, distribuidas do modo seguinte :

Artigos sujeitos a direitos.....	\$43, 045, 658
Artigos livres	6, 658, 121
Moeda cunhada	233, 762

Comparados com os do primeiro semestre do anno de 1896, estes algarismos mostram uma diminuição de \$2,143,428 em artigos

sujeitos a direitos, e de \$5,387,390 em moeda cunhada, em quanto que os artigos livres têm augmentado em um valor de \$74,560.

A diminuição se têm notado principalmente nos productos do reino vegetal, na importancia de \$1,334,339; em madeiras e suas manufacturas, \$591,412; em tecidos, com excepção dos artigos de seda e algodão, \$1,170,960; em licores, vinhos e bebidas espirituosas, \$355,830.

A diminuição crescente notada nas entradas de vinhos ordinarios em barris é, sobre todo, extraordinaria. As importações deste artigo, que durante o primeiro semestre do anno de 1895 montaram á somma de \$3,280,000 em ouro, diminuiram successivamente a \$2,820,000 para o periodo correspondente de 1896, e a \$2,552,668 em 1897. Isto é devido em grande parte ao augmento nos ultimos annos da cultura das vinhas nas provincias do noroeste da Republica Argentina. Os vinhos de San Juan, de Mendoza, etc., que são preparados com mais cuidado que no passado, se consomem em grande escala como vinhos de mesa ordinarios e começam a fazer concurrencia seria aos vinhos francezes e italianos.

Os artigos em que se nota um augmento são os seguintes:

Os productos chimicos e pharmaceuticos.....	\$200, 938
Ferro e suas manufacturas.....	1, 338, 300
Tecidos de seda e lã	169, 921
Vermouth	109, 825

O augmento que se observa na tabella precedente é todo em favor da importação da Italia, pois o vermouth italiano é quasi o unico que se consume no paiz.

A seguinte tabella dá o valor das importações dos differentes paizes para a Republica Argentina nos annos de 1896 e 1897.

Paiz.	1897.	1896.	Augmento.	Diminuição.
Grã Bretanha.....	\$18, 947, 560	\$20, 424, 178	.....	\$1, 476, 618
França.....	5, 778, 087	5, 553, 070	\$225, 017	.....
Allemanha.....	5, 728, 254	6, 358, 227	.....	629, 973
Italia.....	5, 342, 946	5, 400, 741	.....	57, 795
Estados Unidos.....	4, 985, 746	4, 933, 336	52, 410	.....
Belgica.....	4, 186, 946	4, 116, 154	70, 792	.....
Brazil.....	1, 826, 803	2, 479, 301	.....	652, 498
Hespanha.....	1, 755, 175	1, 410, 244	344, 931	.....
Paraguay.....	578, 481	502, 184	76, 297	.....
Uruguay.....	295, 386	335, 163	.....	39, 777
Chile.....	96, 343	11, 443	84, 900	.....
Hollanda.....	52, 166	64, 189	.....	12, 023
Portugal.....	31, 229	43, 908	.....	12, 680
As Antilhas.....	28, 007	18, 111	9, 896	.....
Bolivia.....	23, 177	23, 677	.....	500

Durante o mesmo periodo as exportações attingiram á somma de \$65,218,829, e foram como segue :

Artigos sujeitos a direitos.....	\$39, 771, 228
Art'gos livres	24, 267, 307
Moeda cunhada.....	1, 180, 294

Estes dados comparados com os do primeiro trimestre do anno precedente mostram que a exportação de artigos sujeitos a direitos tem augmentado em \$5,574,633; a de moeda cunhada em \$1,076,132; e a exportação de artigos livres tem diminuido em \$11,537,078. Esta diminuição, que affecta quasi unicamente os productos agricolas, é consequencia da devastação occasionada pelos gafanhotos, que destruíram quasi inteiramente a ultima colheita de cereaes.

Os paizes que compram productos argentinis figuram na ordem seguinte:

Paiz.	1897.	1896.	Augmento.	Diminuição.
França.....	\$14, 871, 335	\$14, 932, 860	.....	\$61, 525
Allemanha.....	9, 321, 283	8, 456, 197	\$865, 086	.....
Grã Bretanha.....	7, 651, 223	8, 146, 182	.....	494, 959
Belgica.....	6, 303, 584	7, 665, 597	.....	1, 363, 013
Brazil.....	5, 675, 423	4, 629, 751	1, 045, 672	.....
Estados Unidos.....	5, 227, 765	3, 281, 279	1, 946, 486	.....
Italia.....	1, 928, 723	1, 882, 031	46, 692	.....
Chile.....	1, 127, 721	1, 354, 712	.....	226, 991
Uruguay.....	1, 103, 593	1, 656, 067	.....	552, 474
Hespanha.....	512, 285	457, 934	54, 351	.....
Bolivia.....	270, 491	265, 478	5, 013	.....
As Antilhas.....	187, 546	128, 253	59, 293	.....
Paraguay.....	73, 440	82, 634	.....	9, 194
Hollanda.....	33, 133	438, 528	.....	405, 395
Portugal.....	10, 142	14, 088	.....	3, 946

O valor das exportações para os Estados Unidos durante o primeiro semestre dos annos de 1897 e 1896 mostra um augmento de \$1,946,486.

BRAZIL.

OBRAS DE MELHORAMENTO DO PORTO DE PERNAMBUCO.

O Governo dos Estados Unidos do Brazil resolveo abrir concurrencia para execução das obras de melhoramento do porto do Recife, Estado de Pernambuco, a terceira cidade do paiz em importancia commercial. O Recife possui um porto natural, sendo o quebra mar constituído pelos arrecifes que a certa dis-

tancia da terra se estendem ao longo de parte da costa norte do Brazil. Requer-se comtudo melhorar as condições existentes, segundo o plano geral elaborado pelo engenheiro brasileiro ALFREDO LISBOA, a que o concessionario terá de sujeitar-se com as alterações que durante a execução forem julgadas necessarias, a juizo do Governo. As obras referidas comprehendem os seguintes trabalhos: construcção de um quebra mar sobre o Recife submerso; alteiamento dos recifes; construcção de caes definitivos, acostaveis por navios de grande calado; dragagem em todo o porto; collocação de boias e postes de amarração nos ancoradouros; construcção de armazens necessarios ao recebimento, guarda e conservação das mercadorias, os quaes gozarão das vantagens e favores concedidos por lei aos armazens alfandegados; estabelecimento, ao longo do caes, de vias ferreas em communicação com os seus armazens e com as estradas de ferro e tramways existentes; estabelecimento e bateria completa de guindastes hydraulicos ou electricos, e construcção de diques ou estaleiros destinados a exam e concertos de navios.

O contractante submeterá á approvação do Governo as plantas definitivas dentro do prazo de 6 mezes depois da approvação do contracto pelo Congresso, e as obras começarão no prazo de 12 mezes, devendo ficar concluidas dentro de 5 e 10 annos.

Para remuneração e amortização do capital empregado o contractante perceberá até o prazo de reversão das obras ao Governo, 4 categorias de taxas; de atracação, de utilização do caes, de carga e descarga (capatazias) e de armazenagem, alem da percepção de outras imposições relativas ao transporte de carga e estadias dos navios nos diques.

Quando a renda liquida exceder 12 por cento, as taxas soffrerão redução geral.

Se as obras forem executadas por empreza estrangeira, será ella considerada nacional para todos os effeitos do presente contracto.

As propostas serão apresentadas, em carta fechada, até as tres horas da tarde do dia 28 de Fevereiro de 1898 na legação do Brazil em Washington, e serão abertas no dia e hora que forem annunciados. Na mesma legação e no consulado geral em New York serão prestadas todas as outras informações que os pretendentes á concorrência desejarem.

COLUMBIA.

MANUFACTURAS AMERICANAS.

O Sr. BIDLAKE, Consul dos Estados Unidos em Barranquilla, Columbia, faz, no relatorio annual a seu Governo, algumas indicações opportunas relativas ás manufacturas americanas que se importam n'aquella Republica. Uma das queixas principaes dos commerciantes é que as mercadorias americanas não são tão bem empacotadas como as europeas. Além disto, a necessidade de negociar por intermedio de casas de commissão em vez de fazel-o directamente com os fabricantes, dá em resultado o empacotamento de novo das mercadorias, e por conseguinte, um augmento de peso no volume. Nos portos columbianos, se cobram os direitos sobre o peso bruto do volume em caixa, segundo a classe, e, por conseguinte, deve evitar-se que pesem mais do que é absolutamente necessario.

Preferem-se as ferramentas americanas ás europeas, porque são mais aperfeiçoadas, mais leves e mais commodas, mas são mais caras. Os fabricantes allemães imitam exactamente os fações de Collins, que se consideram os melhores na America do Sul, e os garantem como de igual qualidade, offerecendo repol-os, si se quebrarem.

Os moveis são todos importados, e dos Estados Unidos se importam as cadeiras amarellas baratas de qualidade ordinaria e com assentos de rotim. Osapparelhos para luz electrica que vêm dos Estados Unidos, custam mais que os europeos, especialmente as lampadas incandescentes que valem 18 centavos cada uma, ao passo que as lampadas ordinarias da Italia se vendem a 10.6 centavos. O arame americano se vende por um preço de 10 a 15 por cento mais caro que o allemão. O calçado para mulheres e crianças é todo importado, e geralmente é de estylo francez. O calçado para homens é feito no paiz, mas as palas são importadas.

COSTA RICA.

O General J. S. CASEMENT, que obteve recentemente uma concessão do governo de Costa Rica para a construcção da estrada de ferro do Pacifico, que deve atravessar a Republica e unir a costa do Atlantico á do Pacifico, acaba de voltar de Costa Rica e dá informações importantes relativas ás condições politicas e commerciaes deste paiz.

Segundo o general CASEMENT, o Presidente IGLESIAS deseja que se estreitem as relações commerciaes entre os Estados Unidos e o seu paiz. Já os Estados Unidos predominam no commercio de Costa Rica, do qual duas quintas partes são feitas com New Orleans, e, si se esforçarem diligentemente, não ha razão por que os Estados Unidos não possam alcançar quatro quintas partes do commercio de Costa Rica. Os cidadãos de Costa Rica necessitam de machinas e a oportunidade é offerecida aos manufactureiros americanos para que se aproveitem deste mercado.

O Presidente IGLESIAS projecta muitos melhoramentos internos. Estão-se construindo estradas de ferro e o desenvolvimento da navegação fluvial recebe cuidadosa attenção. Com este objecto, convida-se capital estrangeiro para explorar os grandes recursos naturaes do paiz. Quasi todos os productos tropicaes podem ser cultivados, os recursos mineraes são varios e o clima é excellente.

HAITI.

NOVOS PROJECTOS FINANCEIROS.

O Honrado WILLIAM F. POWELL, ministro dos Estados Unidos em Haiti, communica que a Camara dos Deputados está discutindo um projecto de lei para a consolidação de todas as dividas da Republica em uma só divida nacional. Com este objecto se propõe a negociar um emprestimo de \$6,000,000 nos Estados Unidos, com 6 por cento de juro annual. Esta quantia servirá para o pagamento de toda a divida actual do paiz, que monta a \$26,875,784 em moeda de Haiti, e para pôr fim ao papel moeda e substituil-o com moeda de ouro, tomando como unidade monetaria o dollar dos Estados Unidos.

Para garantir o projectado emprestimo, se tomará uma parte dos direitos de exportação de café, que se calculam em cerca de \$2,000,000 annualmente, e, além disso, si fôr necessario, se dedicará ao mesmo fim uma parte dos direitos de importação.

Estas quantias formarão um fundo de amortização para o serviço da divida e seu resgate. Tambem se projecta, no caso de se obter o emprestimo, a recunhagem nos Estados Unidos da moeda fraccionaria de prata tomando por base a deste paiz.

O Ministro POWELL crê que este arranjo financeiro contribuirá para estabelecer relações mais estreitas com os Estados Unidos, e, consequentemente, para diminuir a influencia da França e Allemanha que tem predominado na ilha.

MEXICO.

CULTURA DA BORRACHA.

Muitas pessoas têm pedido a esta Secretaria informações relativas á cultura de borracha no Mexico. Como resposta a estas perguntas, publicamos a seguinte informação, que é o resultado das investigações feitas pelo Sr. GEO. D. COLEMAN, para o periodico intitulado "The Two Republics."

Até agora o Brazil tem sido o grande productor de borracha, sendo suas exportações por anno no valor de \$100,000,000. Ha, porém, no Mexico e na America Central, terrenos igualmente adaptados á cultura de borracha, com a vantagem de gozar de um clima muito superior. Outr'ora, toda a borracha foi extrahida de arvores silvestres, mas havendo augmentado o consumo de borracha, e por conseguinte o seu preço, os capitaes estão sendo empregados nesta industria e muitos se dedicam a ella com proveito.

As arvores de borracha não crescem bem a uma elevação superior a 500 pés sobre o nivel do mar, e os melhores terrenos para a cultura dellas são os baixos e humidos, mas não pantanosos. Ha pouco tempo que se podiam comprar grandes areas de terreno adequado para a cultura de arvores de borracha pelo preço de 25 centavos por geira, mas com o desenvolvimento desta industria, o preço de terreno augmentou muito, e agora o preço ordinario por geira é de \$2 a \$5 na moeda mexicana. Deve-se lembrar, porém, que os terrenos de borracha podem ser utilizados na cultura de

outros productos, taes como milho, feijão, etc., até as arvores chegarem a tanta altura que cobram de sombra os terrenos, e que estes productos podem ser vendidos com lucro sufficiente para liquidar os gastos incorridos na preparação do terreno de borracha.

Depois de comprar o terreno, o gasto principal é o de desmontal-o e preparal-o. O desmonte pode ser feito com proveito si ha boas facilidades de transporte, porque os páus de tinturaria, páu sandalo, páu setim, ebano, mogno, etc., quando exportados se vendem por preços que compensam os gastos.

O terreno que se escolha deve estar situado nas margens dos rios e o solo deve ser fertil, lodoso e espesso. A presença de arvores de borracha silvestres, indica que o terreno é bom para a cultura de borracha. Devem-se deixar em pé estas arvores quando se desmontar o terreno, assim como as novas plantas que devem ser transplantadas a distancias regulares. A estação em que se devem plantar as novas arvores é a das chuvas, e ellas devem ser collocadas em fileiras, tendo 15 pés entre arvore e arvore. As arvores devem ser plantadas alternativamente de modo que uma não seja opposta a outra nas fileiras successivas. Segundo esta distribuição haverá 193 arvores por geira, que é o numero maximo que se pode collocar com bons resultados. Depois de plantada a arvore não necessita de attenção ou cultura alguma, senão a de limpar o mato, e para este fim, conveni semear milho e feijão. A arvore de borracha propaga-se por meio das sementes ou nozes que caem da arvore nos mezes de Maio e Junho. Estas nozes podem ser plantadas em viveiros e se pode obter assim um grande numero de plantas, ou se podem transplantar das florestas as novas arvores.

A seis ou sete annos a plantação começa a produzir e de sete annos em diante deve produzir de 3 a 5 libras de borracha por arvore. Calculando em 600 libras a producção de 193 arvores e em 50 centavos por libra o lucro liquido, temos um lucro de \$300 em ouro por geira. Das diversas classes de arvores que produzem a borracha, a mais importante é a conhecida com o nome de "Castillo a Elastica." Arvores silvestres abundam nas florestas dos Estados de Vera Cruz, Oaxaca, Chiapas, Tabasco e Campeche.

GENGIBRE.

Entre os productos tropicaes do Mexico, conta-se o gengibre. Essa planta tem sido considerada como indigena das regiões tropi-

caes da Asia e Africa, onde tem sido cultivada ha muitos seculos. Cresce sem cultura nos Estados de Puebla, Guerrero e Chiapas no Mexico, e se crê que foi introduzida por FRANCISCO DE MENDOZA no meio do decimo-sexto seculo.

Além de ser usada como comestivel, a planta de gengibre é um remedio valioso no tratamento das febres palustres e outras enfermidades que existem nos districtos onde cresce. Para a cultura dessa planta se necessita um solo rico, e não cresce em terrenos arenosos ou argillosos, ou nos muito humidos, porque nestes ultimos a raiz apodrece. A planta necessita tambem de chuvas abundantes e uma temperatura que não baixe de 40° Fahrenheit.

A estação melhor para plantar o gengibre no Mexico e na America Central é os mezes de Março e Abril, e os pedaços da raiz devem ser enterrados na terra a uma distancia de 12 a 18 pollegadas entre si. A sua cultura em geral é semelhante á da batata. A planta começa a florescer em Setembro ou Outubro, e em Janeiro está prompta para a colheita, que exige pouco trabalho e que consiste simplesmente em extrahir da terra os tuberculos. O processo de preparação é tambem simples e exige pouco gasto.

De um relatorio official sobre o assumpto, sabe-se que, em condições favoraveis, uma geira de terra deve produzir 4,000 libras ou mais, com um custo de um e meio a dous centavos por libra. O custo de transporte desde o lugar onde o gengibre cresce ao porto de Vera Cruz, não excede de \$1 por quintal, inclusive o custo dos saccoes. Em New York o preço do gengibre varia de 12 a 20 centavos por libra, pelo que pode-se ver que uma plantação de dez geiras produziria um ganho liquido de \$5,000 a \$7,000 por anno.

A CULTURA DO TABACO.

As pessoas entendidas na cultura e fabrico do tabaco, julgam que este é o momento mais opportuno para dar a conhecer as qualidades valiosas do tabaco do Mexico como tabaco de capa, em concurrencia com o artigo cubano, que dominou o mercado no passado. Em consequencia das perturbações agricolas resultantes da insurreição em Cuba, os grandes terrenos de tabaco nesta ilha não têm produzido nada, e os cultivadores têm transferido seus interesses em grande escala para o sul do Mexico. Estes

cubanos fallam com enthusiasmo do clima do Mexico, da fertilidade do solo, abundancia d'agua, etc. Tambem dizem, o que muitos outros viajantes têm dito, que os terrenos fertis de tabaco em Cuba estão cansados e que o alto preço de adubos de boa qualidade que se necessitam para preparar o solo para semear, tornaria impossivel que este paiz ganhe de novo os antigos mercados, ainda que a guerra fosse agora concluida, porque o producto mexicano torna-se mais conhecido cada dia e pode ser vendido com mais lucro que o artigo cubano.

O Estado de Oaxaca, em particular, possui condições muito favoraveis para a producção de uma variedade desta planta, que, por causa do seu pouco peso, textura e côr, assim como suas qualidades aromaticas, é muito valiosa como tabaco para capas de charuto, a qual se vende nos mercados do mundo por um preço muito elevado. Diz-se com confiança que o tobaco de capas que se vende a \$4 (ouro), por libra, pode ser cultivado nestas secções, especialmente nos planaltos contiguos a Ozumacin que estão situados entre duas grandes porções d'agua e cujo solo é composto de 80 a 85 por cento de areia, de 5 a 6 por cento de substancias vegetaes em decomposição, e o resto de argilla branca. A ultima colheita de tabaco de Ozumacin e do Valle Nacional deu a média de 3 a 4 arrobas por cada 1,000 plantas e foi vendida de 80 centavos a \$1 por libra.

O custo de viveiros, sementeira, colheita, preparação, etc., incluindo o juro sobre o dinheiro empregado, calcula-se em menos de 15 centavos por libra, deixando assim um lucro muito satisfactorio. Por causa das boas condições do tempo, a qualidade da producção deste anno é muito melhor, e devido ao facto de que não se necessitou renovar a semente, calcula-se em 12 centavos por libra o custo de preparar o tabaco para o mercado. Os commerciantes pagam 80 centavos por libra pelas plantas muito novas, mas os cultivadores julgam o preço de \$1.20 como justo pelo tabaco não escolhido que estará prompto para se embarcar em fins de Fevereiro ou principios de Março.

Charutos feitos deste bom tabaco têm sido conhecidos e apreciados por muito tempo nos paizes estrangeiros. A preocupação em favor do tabaco Cubano como tabaco de capas tem sido tão grande, que se tinha de empacotar o tabaco em rama em fardos parecidos aos de Cuba, afim de poder vendel-o promptamente.

Felizmente, este costume vai descaindo e como a reputação e bom nome do tabaco mexicano como tabaco de capas vai augmentando, espera-se que a proxima colheita será toda exportada como tabaco mexicano e nada mais. Os fardos de “petate” feitos no Mexico offerecem mais seguridade que os de “manta” de Habana. As facilidades de vias-ferreas para o transporte do producto destes districtos são excellentes, e quando estiver concluida a via-ferrea de Playa Vicente e Ozumacin, a viagem a Tlacotalpan será de 12 horas sómente. Este porto está situado no golfo do Mexico a 25 milhas no interior, e a profundidade d’agua até os caes é de 30 pés.

No Estado de Chiapas produziu-se no anno passado um tabaco muito bom para capas com um gasto quasi igual ao que se fez em Oaxaca e com um lucro semelhante.

Calcula-se que a colheita no districto de San Andres Tuxtla, será este anno de 300,000 arrobas. Ainda que este tabaco não seja igual em qualidade ao de Ozumacin e ao do Valle Nacional no Estado de Oaxaca, é, no entanto, muito bom.

Tem-se calculado que uma fazenda de 75 geiras, com um milhão de plantas de tabaco dará uma colheita no valor de \$62,500. Deixando \$12,500 para gastos, sobre a base de \$3 por arroba, ou 12 centavos por libra, fico ainda um lucro liquido de \$50,000 pela colheita de tabaco só, sem contar outros productos secundarios, taes como milho, feijão, etc., que augmentam consideravelmente os lucros na cultura de terras de tabaco.

PARAGUAY.

COMMERCIO NO ANNO DE 1896.

A seguinte informação relativa ás condições commerciaes do Paraguay, é extrahida de um relatorio official recente.

AUGMENTO DE COMMERCIO.

Pode-se dizer com confiança, que, considerado no seu total, o commercio do Paraguay está melhorando lentamente mas com segurança. As rendas da alfândega que têm-se augmentado constantemente durante os ultimos annos, a construcção de novos edificios particulares e dos para os fins de negocio, o estabelecimento de novas lojas, e a grande procura de objectos luxuosos, taes como mobilia rica, roupas finas, e comestiveis estrangeiros, mostram claramente uma prosperidade crescente.

Madeiras, couros, yerba, fructas, e os legumes são muito procurados em Buenos Aires e Montevidéo, mas ainda o abastecimento d'elles não corresponde á procura.

O COMMERCIO DO TABACO.

No passado o tabaco era o principal ou unico producto cultivado pelo agricultor paraguayo para exportação e consumo domestico, mas em consequencia da alta dos direitos impostos na Republica Argentina e dos preços baixos offerecidos nesta Republica e na Europa pelo tabaco em folha, elle foi forçado, durante os ultimos dous annos, a plantar pouco mais do que exigiria seu proprio consumo. De facto, em algumas instancias, deixou de cultivar o tabaco, e applicou-se aos campos de yerba, onde podia ganhar bons salarios. O Governo está esforçando-se para fomentar esta industria e encontrar novos mercados.

DIFFICULDADES ENCONTRADAS EM OBTER TRABALHADORES.

Nas emprezas particulares que necessitam de muitos braços, a questão de trabalho apresenta serias difficuldades, e não é provavel que desapareçam até que o paiz esteja povoado mais densamente ou que se possam obter trabalhadores estrangeiros em vez dos nativos. Mas ha, tambem, outros obstaculos que têm de ser combatidos, isto é, difficuldades de transporte e falta de meios de communicação.

ESTRADAS DE FERRO.

A unica estrada de ferro num paiz, cuja area, excluindo-se o Chaco, é calculada em 65,160 milhas quadradas, é uma linha de 155 milhas de comprimento estendendo-se de Assumpção até Pirapó e é conhecida como a Estrada de Ferro Central do Paraguay. Não ha ramaes.

COMMERCIO DIRECTO COM A EUROPA.

Actualmente se-faz pouco commercio directo com a Europa. Compram-se em Buenos Aires e Montevidéo quasi todas as mercadorias que se importam no paiz. Uma grande parte destas mercadorias procede da Grã Bretanha. A razão principal disto é que as casas de Montevidéo e Buenos Aires dão um prazo maior do que as casas europeas, em que se possam fazer os pagamentos, permitindo um credito de seis a oito mezes a contar da data do embarque e offerecendo demais as facilidades para sua prorogação. Outra razão porque muitos commerciantes acham mais conveniente obter suas mercadorias das cidades acima mencionadas é, que, sendo exportadores assim como importadores, podem pagar nas mesmas mercadorias, quando lhes seja conveniente, em vez de dinheiro de contado pelas mercadorias recebidas, assim evitando o risco de soffrer perda no cambio. Um pequeno numero de casas, das quaes uma é ingieza, importa suas mercadorias directamente da Europa.

YERBA-MATE.

A yerba-mate, ou chá do Paraguay, é o artigo mais valioso de exportação. Ha duas qualidades que se vendem, mas differem sómente no seu modo de preparação. A qualidade que é conhecida com o nome de "mboroviré" é

simplesmente seccada num forno e depois quebrada em pedaços pequenos por meio de varas. A “molda” passa pelo mesmo processo, mas depois é molda. O direito de exportação sobre aquella foi augmentado em 1895 de 30 centavos de papel-moeda a 10 centavos de ouro, e sobre esta de 25 centavos de papel moeda a 9 centavos de ouro por 10 kilos. A renda recebida desta fonte em 1895 montou a £16,845. Os campos de yerba chamados “yerbales” pertenciam antigamente ao Estado, mas muitos delles foram vendidos e agora estão na posse de alguns capitalistas e companhias. A Companhia Industrial do Paraguay, que possui quasi a metade dos “yerbales” do paiz, exporta annualmente quasi 400,000 arrobas. Calcula-se em 9,024 toneladas a quantidade total da yerba exportada durante o anno passado, e o preço médio por arroba foi £ 0-7-8.

MADEIRAS.

Na falta de estatisticas ou relatorios, é difficil calcular a quantidade de madeira exportada durante o anno passado, mas diz-se que foi muito maior que a exportada em 1895, especialmente madeiras duras.

CURUPAY.

As seguintes são as principaes madeiras, seus preços e os fins a que são de melhor modo adaptadas:

O curupay é uma madeira de côr vermelha, muito rija e forte, dura por muitos annos quando collocada dentro da terra ou da agua, e usa-se principalmente para dormentes de estradas de ferro, estacas para pontes, ou docas. Usa-se a casca para cortimento. A gravidade especifica é de 1.172 a 0.917, e o preço é 45 centavos de ouro por vara.

QUEBRACHO-COLORADO.

O Quebracho-colorado é uma das mais duraveis madeiras do Paraguay, e diz-se, que dura o mesmo tempo quer na terra, quer na agua como ao ar. É bem adaptada para estacas, dormentes e pontes. Usa-se tambem como madeira de cortir. Acha-se principalmente no Chaco, mas encontra-se em pequena quantidade no norte do paiz. Sua gravidade especifica é de 1.392 a 1.232; preço em Assumpção, quasi \$25 por tonelada.

URUNDAY-MÍ.

O Urunday-mí é pouco differente do quebracho quanto á sua rigidez e durabilidade, mas não é tão abundante. O preço é o mesmo; a gravidade especifica é, 1.091 a 0.920.

PETEREVI.

O Peterevi é uma madeira valiosa para mobilia, marcenaria etc. Quanto aos veios e côr é muito semelhante á nogueira americana; recebe muito lustre, e é duravel e pouco pesada. Diz-se tambem que é propria para mastros e vergas de navios. A gravidade especifica é 0.810 a 6.19; preço em Assumpção, 55 centavos de ouro por vara.

LAPACHO.

O lapacho é de uma côr de um amarello esverdeado e de muita rigidez. Ao ar dura por muitos annos, e não se quebra facilmente. Uma grande quantidade desta madeira é enviada para Buenos Aires para ser usada na construcção de estradas de ferro e de navios. Na localidade usa-se na manufactura de raios de roda e embarcações. O "lapacho crespo" é uma variedade rugosa de que se faz mobilia rica, ainda que seja pesada. A gravidade especifica é 1.072 a 0.952. O preço é quasi 40 centavos de ouro por vara.

YBIRA-RÓ.

Usam-se o ybira-ró e ybira-pita principalmente na manufactura de mobilia e rodas de carro. Aquella é uma madeira superior a esta, mas não é tão abundante. A gravidade especifica é de 1.038 a 0.744, preço, em Assumpção, 2 dollars por vara.

PALMAS PRETAS E VERMELHAS.

As palmas pretas e vermelhas são madeiras muito duras, e, segundo se diz, algumas vezes embotam os melhores machados de aço. A palma preta é excelente para foliado e recebe muito lustre. Quando collocadas dentro da terra ou da agua, estas madeiras duram por muitos annos. Encontram-se no Chaco, e no norte do Paraguay. Os preços em Assumpção, são quasi 2 dollars por cada vara.

CEDRO E TIMBO.

Entre as madeiras mais leves podem-se mencionar as varias qualidades de cedro conhecidas no commercio como mogno feminino e timbo. Usam-se aquellas extensamente neste paiz na manufactura de mobilia, portas, portas de janella, caixas, etc. São relativamente baratas e faceis de trabalhar. Encontram-se as arvores no sul e no sudoeste, mas uma qualidade superior cresce na Alta Parana e nas Missões do Paraguay. O timbo é uma madeira pouco pesada e muito semelhante ao cedro quanto aos veios, e, algumas vezes cresce a uma grande altura. Os indios fazem suas canoas e caixas para agua desta madeira. Exporta-se em pouca quantidade. A gravidade especifica é de 0.440 a 0.328.

OUTRAS MADEIRAS.

As melhores madeiras do Paraguay e as que se usam mais extensamente, sómente são dadas na lista precedente, mas ha muitas outras tambem, entre as quaes podem-se mencionar o tatané, páu santo, páu de lança, páu preto de loureiro, páu de rosa, incionso, e as variedades de cidreira.

Calcula-se em 30,000 toneladas a quantidade de madeira transportada na estrada de ferro durante o anno passado.

TOMATES.

Os tomates crescem muito bem no Paraguay, mas não são tamanhos ou de côr tão escura como os produzidos na Europa. Na primavera procuram-se muito em Buenos Aires e podem ser vendidos por um preço remunerador. Uns 3,000 cestos de tomates foram enviados para Buenos Aires durante o anno passado.

BANANAS.

Ainda que as bananas cresçam bem neste paiz e sejam de qualidade excellente, não são cultivadas em grande escala. A quantidade que se embarcou para Buenos Aires montou approximadamente a 10,000 cachos.

PANNO PARDO.

O panno pardo, ou, como se chama aqui, *lienzo*, é, talvez, a fazenda mais importante que se importa, e, segundo se diz, é fornecido quasi inteiramente pelas casas de Manchester. Usa-se extensamente neste paiz, e especialmente pelas mulheres e creanças pobres, sendo feito em saias e chales que se usam igualmente no verão e no inverno. As qualidades mais grossas usam-se para toldos, biom-bos, etc. Uma porção deste panno procede da Allemanha.

CHITAS.

Um outro artigo importante que se importa, é a chita, conhecida aqui com o nome de “bramante.” Uma porção procede da Allemanha, mas a maior parte é de manufactura ingleza. É muito usada pelas mulheres para camisas e chales.

CHALES.

Quasi todas as mulheres usam chales pretos de lã ou de lã misturada com algodão, que são conhecidos aqui com o nome de “rebozos.” São fabricados principalmente na Allemanha e Belgica, sendo estes preferidos aos manufacturados na Inglaterra porque são mais baratos e a franja é mais larga e mais trabalhada.

CHITAS DE ALGODÃO.

As chitas baratas e as cassas são fornecidas principalmente pela Inglaterra. As vendas médias por anno são de 100,000 peços de 24 a 35 metros cada uma. Dizem que as chitas da Allemanha são superiores, e, por conseguinte, são mais custosas.

RISCADOS, FAZENDAS PARA CAMISAS, ETC.

As varias qualidades de riscados e tecidos de algodão para os fatos de homem são todas de fabricas da Allemanha e Italia.

LINHAS PARA COSTURA.

Importam-se annualmente quasi 3,000 caixas de carreteis de linhas para costura de manufactura ingleza. A Belgica, porem, tem uma pequena parte desta importação.

CANHAMAÇO.

Canhamaço crú, chamado aqui “*arpillera*,” é todo de fabrica de Dundee e de 10 a 18 onças em qualidade. As vendas médias por anno são de quasi 500,000 jardas. Usa-se este panno principalmente para enfardar yerba e tabaco.

FERRAGENS, PORCELANA, VIDRO, CUTELARIA, ETC.

A maior porção das ferragens procede da Allemanha, tendo estas a preferencia sobre as de manufactura ingleza por causa da sua barateza. Os artigos esmaltados, vidro, e porcelana são importados principalmente da Austria, e dizem que são da mesma qualidade que os manufacturados na Grã Bretanha e são mais baratos. As ferramentas de carpinteiro, facas, garfos e colheres, panellas de ferro de cozinha e os utensilios de cozinha em geral, são importados principalmente da Allemanha e da França, e são muito ordinarios e baratos. Faz-se um bom commercio aqui nas facas de bainha e nos punhaes, porque todos os paraguayos, quasi sem excepção, trazem uma destas armas no cinto. Antigamente estas eram importadas da Allemanha, mas ultimamente algumas caixas de armas de qualidade superior foram importadas directamente da Inglaterra e foram promptamente vendidas. Vendem-se por \$3.50 a \$10 cada uma.

ARAME DE FERRO.

O arame preto vendido aqui para cercas é de manufactura inglesa. Preferem-se os Nos. 7, 8, e 9. Quasi 6,000 rolos de 450 jardas cada um são importados annualmente.

INSTRUMENTOS AGRICOLAS.

Actualmente a venda dos instrumentos agricolas não é grande. O machado, machete e a enxada são os instrumentos que se procuram em maior escala, sendo muitas vezes os unicos que se usam neste paiz para preparar o solo para a sementeira. Depois de empregado o machete, usa-se o machado para cortar as grandes arvores, e finalmente a enxada para quebrar o solo. Muitos dos arados que se podem ver casualmente são fabricados no paiz e têm relhas de madeira. Quasi todos os machados e picaretas que se vêem nas lojas são fabricados nos Estados Unidos, assim como as pás e enxadas, poucos sendo importados da Inglaterra e Allemanha. Actualmente ha pouca procura para machinas de qualquer classe.

ASSUCAR.

Não obstante a canna de assucar crescer em abundancia aqui, o assucar não é manufacturado. Todo o assucar que se usa no paiz é importado de Buenos Aires, e é de manufactura franceza. Importam-se annualmente quasi 8,000 barricas de assucar de 115 kilos cada uma.

ARROZ.

Segundo se calcula, 3,000 saccos de arroz de *Rangoon*, chamado aqui arroz de Bremen, e 1,000 saccos de arroz italiano, conhecido com o nome de "Piemonte," são importados annualmente. Cultiva-se em pouca quantidade no paiz. É muito inferior ao arroz estrangeiro e custa de \$6.50 a \$7 por arroba.

VELAS.

Muitas das velas de estearina que se usam aqui são importadas de casas de Amsterdam. As velas de sebo e cera são fabricadas no paiz.

KEROSENE.

Quasi 10,000 latas de kerosene são importadas annualmente.

CERVEJA, VINHOS, E BEBIDAS ESPIRITUOSAS.

Uma pouca quantidade de cerveja em garrafas é importada da Allemanha, Montevideo e Buenos Aires; mas muita cerveja usada aqui é de manufactura domestica. Por causa de sua falta de peso e de sua adaptabilidade ao clima, estas cervejas têm a preferencia sobre as fabricadas na Inglaterra. Importam-se da França, Italia, e Hespanha os vinhos que vêm em barris e garrafas; o vinho é fabricado no paiz. O consumo de bebidas estrangeiras não é grande.

COLHEITAS PRINCIPAES.

Os principaes artigos que se cultivam são milho, mandioca, canna de assucar, tabaco, alfalfa e feijão. O milho e mandioca formam o alimento principal dos camponeses e pobres das cidades. Acha-se muito difficil conservar o milho por muito tempo porque logo que é guardado é atacado pelo gorgulho. O preço do milho varia de 50 centavos a 2 dollars por arroba. Um grande numero dos camponeses ainda usam a mandioca como um substituto do pão. Nas cidades foram installados moinhos de trigo e padarias, e por consequente, o pão tem substituido em grande escala a mandioca.

TRIGO.

O trigo é importado da Republica Argentina. Foram feitos muitos ensaios para cultivar este cereal no Paraguay mas até agora tiveram máo exito.

CANNA DE ASSUCAR.

A canna de assucar cresce bem e ha muitas plantações em todas as partes do paiz; mas até agora resultou pouco lucro da sua cultura. Não se produz o assucar. Foi organisada recentemente uma companhia afim de construir uma fabrica de assucar em Ibitimi, situada na estrada de ferro, e fazer funcionar a mesma, mas o dono quebrou antes de concluida a obra. O capital exigido, portanto, ainda não tinha sido subscripto. Quasi o unico uso a que os Paraguayos destinam a canna de assucar é para destillação, de que fabricam caña ou aguardente. Os engenhos de moagem construidos de madeira e as pequenas fabricas de destillação abundam em todas as partes do paiz.

ALFALFA.

Alfalfa dá de quatro a cinco colheitas por anno e vende-se de 30 centavos a \$1.30 por arroba. Dizem que as hervas más impedem muito a cultura desta planta.

CAFÉ.

A cultura do café está ainda num estado experimental, mas actualmente vão-se estabelecer muitas plantações em varias partes do paiz e especialmente nos estabelecimentos do Governo. Encontra-se a maior plantação no Departamento de Emboscada, perto da colonia de San Bernardino, estabelecimento allemão situa-

do na costa septentrional da Lagôa de Ipacary, que é situada junto á estação de Patiño-cué e distante de Assumpção quasi 36 kilometros. Ha nesta plantação algumas 200,000 arvores já produzindo fructo. Algumas pessoas dizem que é superior ao do Brazil. Os resultados são considerados satisfactorios e favoráveis, mas não se pode dizer si a empresa provará ser lucrativa afinal. O Governo favorece os cultivadores de café dando-lhes facilidades para adquirir semente, e offerecendo-lhes uma remuneração de 30 centavos por cada planta que se transplantar e estiver em boa condição no momento de ser plantada. Pode-se obter tambem um emprestimo de 30 centavos por cada planta, que é pagavel em duas porções annuaes de 15 centavos por planta.

ALGODÃO.

A planta de algodão é cultivada tambem em poucas quantidades. A qualidade é excellente. Si se podesse obter trabalhadores sufficientes, não haveria razão para que o algodão não fosse cultivado em maior quantidade do que é actualmente. O Banco Agricola paga \$4 por arroba pelo algodão com caroço e \$12 pelo algodão sem caroço.

OUTRAS PLANTAS DE QUE SE FAZEM TECIDOS.

Ha no paiz varias classes de plantas de que se fazem tecidos, entre as quaes pode-se mencionar a Caraguata, que é uma especie de bromelia e cresce em abundancia em muitas partes do paiz. A rami foi cultivada com bom exito em muitas partes e quatro ou cinco colheitas podem ser feitas num só anno; mas as plantações foram abandonadas por falta de machinas de descortiçar.

OLEO DE PALMA.

A palma de coco abunda em todas as partes do paiz. O oleo espremido do caroço é de qualidade excellente, e usa-se aquí principalmente na manufactura de sabão. Amostras deste oleo foram mandadas para a Europa pelo Banco Agricola de Assumpção e ordens foram recebidas da Inglaterra e Italia para grandes quantidades. O Banco paga pelo caroço o preço de \$2.70 por arroba.

FALTA DE MACHINAS DE QUEBRAR COCOS.

Convem dizer, talvez, que para o proprio desenvolvimento da industria de oleo de coco neste paiz, são exigidas boas machinas a mão para quebrar os cocos. As poucas machinas que se usam actualmente são fabricadas em Assumpção e não dão bons resultados. A machina deve ser construida de modo que quebre a casca sem prejudicar o caroço, e deve produzir 50 libras de cocos por hora. As cascas devem ser quebradas sufficientemente para que um homem possa tirar o caroço com a mão, e 90 por cento dos caroços, pelo menos, devem sahir intactos da machina. A machina deve ser simples em construcção e feita de um material forte. O preço não deve exceder de 10 libras esterlinas. Visto que o coco não é uniforme em tamanho, deve-se inserir um crivo que transmita os grandes e pequenos cocos para as quebras correspondentes. Um certo numero de machinas desta classe seria vendido aquí promptamente.

CRIAÇÃO DE GADO.

A criação de gado é uma empreza mais lucrativa do que muitas outras do Paraguay ou, pelo menos, uma das mais seguras. O augmento annual de uma manada numa estancia pode ser calculada em 25 e 35 por cento, mas a ultima cifra é alcançada sómente nas estancias em que os animaes são tratados com cuidado e em que a pastagem é muito boa.

Doenças epizooticas occorrem raramente, mas ha outros perigos a que estão frequentemente expostos e aos quaes muitas vezes cahem victimas. Estes são as mordeduras das serpentes e moscardos, os bichos, seccas, e occasionalmente os jaguares.

PREÇO DA TERRA.

Encontram-se as melhores terras nos departamentos de Villa Conceição, San Pedro, San Estanislau, Ajos, Missões, Neembucu, Caacupú, e Caazapá. Pode-se comprar uma legua quadrada de terra por 45 libras esterlinas em diante, variando o preço segundo a qualidade da terra, sua situação e a qualidade de capim que se produz. Uma porção de terra pertencente á Companhia Anglo-paraguaya, Limitada, que possui algumas 3,460 milhas quadradas de terra na Republica, foi vendida recentemente por \$500. por legua, mas este é um preço excepcional e uma grande porção de terra, talvez igualmente boa, pode ser comprada por menos que a metade desta somma.

Deve-se tomar muito cuidado em comprar terra no Paraguay, porque os titulos podem ser, e muitas vezes são, defectivos. Antes de assignar um contracto, portanto, deve-se consultar um advogado conhecido a respeito da validade do titulo do vendedor.

INDUSTRIAS.

Exceptuando-se as industrias de yerba, madeira, tabaco, e fructas, ha poucas de importancia neste paiz. Ha varias fabricas de destillação, alcaçarias, fabricas de phosphoros e moinhos de trigo em Assumpção e nos arrebaldes desta cidade. Ha tambem uma fabrica de sabão perto da cidade, que manufactura sabão de boa qualidade de oleo de coco. Fabricam-se tambem na capital e em varias outras partes do paiz tijolos e telhas, jarras e garrafas de barro, vassouras, chapéos de palma, gelo, conservas de fructa, charutos, cigarros e velas. Ha fabricas de destillação para a producção de caña em todas as partes do paiz como ja disse. Uma qualidade especial de renda, muito bonita, é feita pelas mulheres; tambem toalhas de mesa, guardanapos, camisas, e redes excellentes de um algodão grosso cultivado no paiz. As velas de sebo e de cera são feitas tambem pelas mulheres nativas.

EMBARQUES.

Ha duas linhas de vapores para passageiros navegando entre o porto de Assumpção e o Rio da Prata, cada uma das quaes faz uma viagem por semana. Os vapores da linha Lloyd-Brazileiro navegam entre Montevideo e Corumbá, tocando em Buenos Aires e Assumpção. São vapores para carga e sahem cada quinze dias.

PERU.

MINAS DE OURO NO DISTRICTO DE CARABAYA.

Um relatorio, em data de 8 de Novembro de 1897, foi remettido recentemente ao Ministerio de Estado pelo Ministro DUDLEY em Lima, sobre as minas de ouro no districto de Carabaya no Peru. Segundo o Sr. Ministro, essa informação é muito exacta. O Sr. E. J. PREW, engenheiro civil que pessoalmente examinou as minas de ouro de Carabaya, forneceu os dados detalhados do relatorio.

O Sr. PREW crê, que, comparativamente, as minas não têm sido ainda exploradas, e que ha veios e depositos de ouro muito ricos em toda parte do paiz. Como o paiz está cuberto de densas florestas, não se presta facilmente a explorações. Geralmente se descobrem as minas seguindo até sua origem os depositos levados pelos rios e correntes da agua. A mais importante mina que actualmente está sendo explorada é a de Santo Domingo, que foi recentemente comprada por uma companhia americana pelo preço de £57,000 em dinheiro de contado. Esta companhia já enviou com destino a esta mina uma machina para minerio com 20 martellos, com todos os accessorios para quebrar e amalgamar o ouro. O veio da mina de Santo Domingo varia de 1 pé e 6 pollegadas a 8 pés de largura, e contem ouro em toda parte de 8 a 800 onças por tonelada, e algumas vezes têm-se encontrado veios inteiros de ouro. Empregam-se principalmente os Indios que recebem 40 centavos por dia, na moeda da Bolivia.

Outras ricas minas deste districto são as de San Juan, Raquel, e a Maria, cuja producção durante os ultimos dezoito mezes junto com a da mina de Santo Domingo, montou a 2,500 libras.

Aos compradores de minas de ouro são concedidos tres mezes, depois de feita a publicação, em que devem provar o seu titulo, e além disto, se concedem ordinariamente outros noventa dias. Si, no fim deste prazo, o mineiro não tomar posse da propriedade, esta pode ser denunciada por outra pessoa. Desde o momento em que se estabelece o titulo de uma propriedade, o Governo recebe annualmente 15 soles por prazo.

A razão por que não se pode explorar com bom exito esta região, é a falta dos meios de communicação. Os artigos são levados pelos Indios e os viajantes fazem suas viagens em grande parte á costa de mula. Os rios profundos são atravessados por

meio de um cabo de ferro. Este é lançado através do rio e o viajante é suspenso a elle n'um pequeno carro ou cesto que é puxado por meio de um systema de roldanas ou sarilhos. O transporte de machinas é muito custoso, sendo £50 por tonelada desde a estação mais proxima da estrada de ferro de Juliaca-Sicuani.

CONSTRUÇÃO DE UMA VIA-FERREA.

O BOLETIM MENSAL correspondente ao mez de Dezembro de 1895, contém as principaes clausulas da concessão feita ao Sr. CUTHBERT B. JONES e associados, cidadãos dos Estados Unidos. Afim de pôr em execução o contracto, estes cavalheiros acabam de organizar nos Estados Unidos uma corporação sob o titulo de Companhia do Pacifico, e engenheiros actualmente fazem os estudos para a estrada de ferro indicada na concessão. A linha principal, estendendo-se n'uma direcção oriental do Porto de Cherrepe até a provincia transandina de Hualgayoc, terá uma extensão de quasi 230 kilometros e abrirá uma região de vastos recursos em carvão de pedra, prata e petroleo, e um districto muito promettedor na cultura de canna de assucar, arroz, cereaes, café, cacáo e tabaco. Diz-se que logo que esta linha estiver concluida até os inexgotaveis terrenos de carvão de pedra de Hualgayoc, um carvão bituminoso-anthracite, igual na sua qualidade ao encontrado no Estado de Pennsylvania, pode ser vendido no Porto de Cherrepe por \$2 por tonelada, em concurrencia com o carvão inglez e outro carvão que agora se vende neste porto pelo preço de \$7 e \$20 por tonelada. Em vista desta grande differença nos preços, crê-se que estas minas poderão supprir os mercados na costa do Pacifico, do Chile a San Francisco, e até os do Japão e da China.

ESTADOS UNIDOS.

TRECHOS DA MENSAGEM DO PRESIDENTE.

Em sua mensagem dirigida ao Congresso, reunido em sessão regular no dia 6 de Dezembro, o Presidente McKinley refere-se á reciprocidade commercial com os paizes estrangeiros, do modo seguinte:

“Afim de pôr em execução, logo que fôr possivel, as disposições da 3ª e 4ª secções da lei aduaneira que foi approvada a 24

de Julho de 1897, nomeei o honrado JOHN A. KASSON, do Estado de Iowa, commissario especial plenipotenciario para negociar com os paizes estrangeiros que desejem aproveitar-se destas disposições. Negociações estão actualmente em progresso com varios governos, tanto europeos como americanos. Espera-se que, no desempenho judicioso dos poderes que confere esta lei, sejam removidas, ou pelo menos mitigadas as difficuldades existentes entre os paizes estrangeiros e os Estados Unidos quanto ás nossas mutuas relações commerciaes, e que a quantidade de mercadorias que se trocam, possa ser augmentada com proveito para as duas nações contratantes.”

Refere-se por extenso, á importancia e utilidade para ó commercio do continente americano involvida na conclusão do canal de Nicaragua. Relativo a este projecto, o Presidente diz o que segue :

“Um assumpto de muita importancia para nosso paiz e que vaisendo apreciado cada dia mass por parte do povo, é a conclusão do grande caminho commercial entre o Atlantico e o Pacifico, conhecido como canal de Nicaragua. Sua utilidade e valor para o commercio americano são concedidos por todo o mundo. Já está funczionando a commissão nomeada em data de 24 de Julho proximo findo, de accordo com a lei approvada a 2 de Março de 1895, para continuar os estudos e exames afim de determinar o traçado, a possibilidade e custo de construcção do canal de Nicaragua, e de fazer todos os planos para sua construcção. No futuro remetterei ao Congresso o relatorio desta commissão e ao mesmo tempo farei as suggestões que me parecerem convenientes.”

A EXPOSIÇÃO PAN-AMERICANA DO NIAGARA.

O numero do Boletim correspondente ao mez de Outubro dá uma extensa descripção do plano geral e escopo da Exposição Pan-Americana do Niagara, e os nomes de seus principaes organisadores e os dos membros da commissão executiva. O projecto, tão meritorio em si mesmo, concebido com o fim de acercar mais entre si os povos e industrias do Hemispherio Occidental, parece que está recebendo toda a attenção que merece, tanto nos Estados Unidos como no estrangeiro. A magnitude da obra e a energia com que se está desenvolvendo, têm recommendado o projecto á

noticia e consideração do governo nacional. Já trata-se de obter do Congresso, uma consignação que, ao mesmo tempo que dê ao projecto a sanção do Governo nacional, assentando-o assim sobre uma base firme, por meio de seu auxilio material, sirva tambem para preparar a maior exhibição dos productos especiaes dos Estados Unidos. Os nomes que figuram á frente do projecto são garantia de que o apoio do Governo será devidamente supplementado, e que a exposição rivalisará em muitos particulares com a Exposição universal, e será superior a esta em alguns respeitos.

O lugar escolhido é muito appropriado, pois é uma ilha no rio Niagara, que tem uma area bastante extensa e situada á vista da grande cataracta de Niagara, cujas forças titanicas até agora não têm sido utilizadas, servindo sómente como um grande espectaculo de natureza. A epocha é opportuna para illustrar o progresso nacional do Novo Mundo no seculo dez e nove.

O Mexico e as principaes republicas da America Central e do Sul, já pediram espaço que foi concedido, para a exhibição de seus respectivos productos.

O Sr. R. C. HILL, secretario, fallando da Exposição e seus propositos, diz :

“O que nos propomos, é mostrar o progresso deste hemispherio em todos os seus ramos, e abrir uma grande exposição de industria e arte. Não é uma exposição universal e sómente é internacional por quanto nella terão de figurar todos os paizes deste hemispherio. Crêmos que não sómente será de utilidade para nossas industrias, mas tambem estabelecerá relações mais amistosas entre os differentes paizes. Servirá como uma educação na doutrina de Monroe. Provará que existe uma America para os americanos e explicará a razão pela qual os americanos devem permanecer unidos. Anuncia-se que o Congresso Pan-Americano será celebrado em Washington em 1900, mas creio que esta data será alterada e que aquelle Congresso terá lugar aqui em 1899, data de nossa exposição. Assim pensavam os delegados do Congresso Pan-Americano quando conferenciaram aqui acerca da exposição o anno passado.”

A exposição é sob a administração do presidente, Capitão JOHN M. BRINKER de Buffalo, cuja sagacidade descobriu os usos praticos a que a maravilhosa força dynamica das cataractas podia ser applicada e a cujas energias se deve a construcção da estrada de ferro

de Niagara. As pessoas que o assistem são o Sr. W. CARYL ELY, Director geral; F. C. M. LAUTZ, Thesoureiro; e RICHMOND C. HILL, Secretario.

O escriptorio geral da companhia occupa um andar inteiro do "Coal and Iron Exchange Building" de Buffálo, N. Y., e se propõe estabelecer outros escriptorios em New York, Chicago e Washington, D. C.

COMMERCIO MISCELLANEO.

REPUBLICA ARGENTINA.

Folhas de Ferro Americano. Uma das primeiras casas commerciaes da Republica Argentina assegura que o commercio em folhas de ferro augmentou muito naquelle paiz, devido a que cada dia esta é mais empregada em construcções. Os manufactureiros americanos começam a reconhecer o facto de que os mercados sul-americanos são muito importantes, e fazem esforços para introduzir seus productos em concurrencia com os de fabrico inglez. Um dos obstaculos contra o seu bom exito neste commercio, tem sido até agora a differença nos fretes, porque os fretes inglezes custam 10 por cento menos do que os americanos. Tomar-se-hão medidas para obviar esta difficuldade, e se crê que a promptidão na remessa de mercadorias dos Estados Unidos favorecerá a este paiz na concurrencia que se tem suscitada.

BRAZIL.

Embarques de Papel. Diz-se, com autoridade, que grandes remessas de papel dos Estados Unidos se exportam constantemente para Londres para ser dalli reembarcadas para o Brazil. Papel para periodicos, para tectos e para lojas de papel tem sido pedido por casas exportadoras em quantidades que sobem a milhares de dollars. Isto é devido ao facto de que na America Central e do Sul ignoram o que é a producção deste artigo nos Estados Unidos, e a que as casas inglezas, em concurrencia com os fabricantes allemães, dominam um mercado a que os americanos têm prestado pouca attenção.

CHILE.

A Industria de Nitrato. Segundo o "*Chilian Times*", a producção de nitrato em 1896 montou a 23,832,434 quintaes, e a exportação attingiu a 24,066,189 quintaes. Os principaes paizes para que se exporta o nitrato do Chile são a Allemanha, os Estados Unidos, Grã Bretanha, França e Hollanda. De uma publicação que mostra o consumo de nitrato do mundo durante os sete ultimos annos, nota-se que houve um augmento de 4,359,627 quintaes, ou quasi 200,000 toneladas inglezas no consumo de 1896 sobre o de 1890. O excesso de exportações em 1896 sobre a producção deste anno, é devido ao excesso de producção em 1895.

**A Companhia de Tabaco da
America do Sul.**

A companhia de tabaco da America do Sul, estabelecida em Valparaíso, que emprega 160 operarios, importa para a fabricação de cigarros, grandes quantidades do tabaco americano em rama, da qualidade que se cultiva nos Estados de Virginia e North Carolina. Além do tabaco importado dos Estados Unidos, esta companhia importa tabaco de Cuba, Egypto, Turquia, e do norte do Brazil. Calcula-se que a produção por dia deste estabelecimento é de 900,000 charutos e 10,000 libras de tabaco lavrado. Crê-se que, si os exportadores fizerem esforços adequados, o consumo do tabaco americano no Chile seria muito augmentado.

EQUADOR.

Facturas Consulares.

Conforme um decreto executivo, todas as mercadorias com destino á Republica do Equador, deverão ser acompanhadas de uma factura consular, certificado pelo consul do Equador no porto do embarque ou pela pessoa que seja auctorizada a proceder d'este modo. O peso em grosso de cada volume que pesar mais do que 50 kilogrammas deverá ser marcado no seu exterior por algarismos. O peso que for em excesso de 10 por cento do mencionado na factura, pagará uma taxa addicional de 100 por cento sobre o direito applicavel ao artigo pela lei de alfandega em vigor.

HAITI.

**Cabo Submarino para a
America do Sul.**

A companhia de cabos e telegraphos dos Estados Unidos abriu ultimamente seu cabo submarino que se liga com o da America do Sul. O cabo estende-se de Londres até o cabo de Haiti, aonde é ligado com o cabo francez das Antilhas que toca em Venezuela, Martinica, Guyana Franceza e Hollandeza e Vizeu, no Brazil. Em Vizeu o cabo francez liga-se com as linhas de telegraphos do Brazil e depois com as da Republica Argentina. Este cabo reduz a distancia que os telegrammas por cabo têm de percorrer entre a Inglaterra e a America do Sul e a diminuição do custo é de 25 por cento.

MEXICO.

**Trabalhadores Japonezes
nos Cafesaes.**

O Sr. WILLIAM LAING MALCOLMSON, que residiu por muitos annos em Ceylão, dedicado á cultura de café em grande escala, e que por algum tempo tem estado no Mexico investigando as possibilidades da cultura de café nesta republica, tem interessado muitos ricos cultivadores de café na compra de extensas fazendas no isthmo de Tehuantepec. Por intermedio do ministro japonês no Mexico, o Sr. MALCOLMSON concluiu alguns arranjos preliminares para a introdução na republica de uma grande colonia de trabalhadores japonezes afim de empregal-os nos cafesaes. Entende que os terrenos do sul do Mexico se adaptam melhor para a cultura do café que quaesquer outros que elle tem visto, e que o trabalhador japonês é especialmente apto para esta cultura.

Machinas Americanas.

A procura de machinas no Mexico vai augmentando á proporção que suas industrias se desenvolvem. Machinas de mineração, taes como caldeiras e machinas a vapor, foram muito procuradas no anno passado, e foram fornecidas por uma casa judiciosa e muito comprehendendo.

dora de Erie, Pennsylvania. A necessidade de machinas, entretanto, não é limitada a uma classe especial, mas exigem-se todas as classes de machinas e um campo muito promettedor para suas industrias aguarda a vigilancia dos fabricantes dos Estados Unidos. Os fabricantes europeos concorrem activamente neste negocio.

Exportações Mexicanas em 1896-97. Conforme as estatisticas ultimamente publicadas pelo Ministerio da Fazenda, o Mexico exportou durante o exercicio de 1896-97, metaes preciosos no valor de \$66,183,097, e outros artigos no valor de \$45,163,397, formando um total de \$111,346,494. O total das exportações durante o exercicio anterior foi sómente de \$105,016,902, o qual prova que houve um augmento de \$6,329,592.

NICARAGUA.

A Colheita de Café.

As informações recebidas do districto de Matagalpa relativas á colheita de café para o anno de 1897 a 1898, indicam que será demasiado grande para ser transportada por meio de mulas e carretas de bois. Com este motivo, o Congresso de Nicaragua autorisou ao Presidente ZELAYA que faça construir uma via ferrea que, partindo da cidade de Matagalpa, una-se com a estrada de ferro nacional. As fazendas de assucar e de café têm sido desenvolvidas tanto que os cultivadores necessitam de machinas mais grandes e melhores, assim como de methodos mais rapidos para preparar os productos para os mercados.

PERU.

Abolição do Direito de Exportação sobre a Prata.

No dia 11 de Setembro ultimo, o Governo peruano publicou um decreto, pelo qual foi abolido o direito de exportação de 3 por cento ad valorem que se cobrava sobre a prata cunhada, em barras e chafalonía. Esta isenção não se estende á moeda de ouro nacional ou ao ouro em barras ou em pó, que continuará pagando um direito de exportação de 3 por cento.

ESTADOS UNIDOS.

As Pelles de Vitella são Livres de Direitos.

A Junta de Avaliadores geraes dos Estados Unidos, decidiu no dia 3 de Dezembro de 1897, que as pelles de vitella crúas, que servem para fazer quasi todo o calçado que se usa neste paiz, serão no futuro introduzidas livres de direitos. Segundo esta resolução, as pelles de vitella crúas não devem ser classificadas, segundo a lei de tarifa de Dingley, como couros de rezes crúas, que pagam um direito de 15 por cento *ad valorem*, mas que estão isentas de todo direito e figuram na lista de artigos livres sob o nome de pelles crúas. A Junta decidiu tambem que a palavra "couro" se applica technicamente ás pelles de animaes grandes, taes como cavallos, bois, vaccas, e touros, emquanto que a palavra "pelle" se emprega fallando de carneiros, vitellas e cabras. A palavra "couro", como termo commercial, refere-se aos que pesam 25 libras ou mais; os couros que pesam

menos são classificados como “pelles”. Tratando-se de pelles e couros seccos, um peso de 12 libras marca a linha divisoria.

O Cedro da America do Sul.

N'um relatorio sobre o mercado de New York de Dezembro de 1897, se declara que o cedro procedente de certa parte das Antilhas, do Mexico, America Central e America do Sul rivalisa com o cedro da Hespanha. O cedro destes paizes é muito satisfactorio e menos custoso que o cedro hespanhol, de que não ha abundancia, e, por conseguinte, é provavel que este seja substituido por aquelle no futuro.

Commercio de Velocipedes.

Uma comparação das estatisticas do commercio de velocipedes com a America-latina para os exercicios de 1896 e 1897, mostra um augmento notaval nas exportações para 1897. Quanto á distribuição destas exportações, o Mexico as tomou no valor de \$73,117, que foi um augmento de \$48,839 sobre as do anno anterior; a Republica Argentina importou no valor de \$42,091 em 1897, contra \$4,065 em 1896, e o Brazil, que occupa o terceiro lugar na lista, \$29,355, em 1897, e \$13,592 em 1896. A America Central, Santo Domingo, e a Columbia augmentaram suas importações nestes dous annos no valor de \$6,020, \$4,642, e \$1,278 respectivamente. Os demais paizes sul-americanos importaram velocipedes em 1897, no valor de \$73,507, e em 1896 sómente no valor de \$13,401, que mostra o augmento notavel de \$60,106.

URUGUAY.

Commercio entre os Estados Unidos e Montevidéo. Segundo informações sobre as exportações do porto de Montevidéo durante os primeiros nove mezes do anno corrente, foram exportados para os Estados Unidos durante este periodo 245,605 couros de boi seccos, ou mais que a metade de um total de 466,795. Dos couros de boi salgados que o Uruguay exportou, os Estados Unidos tomaram a quinta parte, figurando no quarto lugar entre as nações occupadas neste commercio. Nas importações da lã do Uruguay, os Estados Unidos occupam o terceiro lugar, tendo importado 11,738 fardos de um total de 50,552, e no commercio de pellos, mais que a terça parte de um total de 940 fardos foi exportada para os Estados Unidos.

VENEZUELA.

O Commercio de Gado.

O Ministro FRANCIS B. LOOMIS, n'um relatorio remetido ao Ministerio de Estado, diz, que o commercio de gado em Venezuela ameaça prejudicar os criadores americanos, e dá, como prova desta declaração, o grande augmento que houve no numero de gado criado em Venezuela nos ultimos tres annos. Em 1894, havia 5,000,000 cabeças de gado no paiz; no anno corrente o numero montou a 10,000,000 cabeças, e espera-se que nos proximos quatro annos o numero seja dobrado. Os esforços feitos por parte da Republica para abrir um mercado no Brazil para o gado foram de tanto exito que se propõe estender o commercio para Cuba e as Antilhas.

O RAMI.

Sua Cultura e Manufactura. Em consequencia do excesso de producção e o consequente baixo preço do assucar de canna, os agricultores da America do Sul e das Antilhas sentiram-se forçados a buscar alguma nova industria a que podiam dedicar com mais proveito os seus trabalhos e seus terrenos. Nesta crise parece que a cultura do rami lhes tem sido apresentada.

Muitas experiencias têm demonstrado que esta planta crescerá em abundancia e a muito pouco custo de cultivo em varias partes do Mexico, America Central e America do Sul. Até o presente a producção do rami, n'uma escala proporcional ao seu valor e rendimento provavel, foi impedida pela falta de machinas para descorticar e desgommar a fibra, de modo que podesse fazer concurrencia com a fibra preparada á mão, importada da China.

Experiencias concludentes levadas a cabo na ilha de Jamaica recentemente, mostraram que a machina do Sr. MacDONALD realisa aquellas operações de maneira satisfactoria.

Segundo o *Gleaner* que se publica em Kingston, organisou-se uma companhia sob o titulo de "Jamaica Fibre Company, Limited" cujo objecto é cultivar o rami em grande escala e preparar a fibra para o mereado. Os nomes que figuram á frente desta associação, segundo o *Gleaner*, são garantia da seriedade da empresa.

ASSOCIAÇÃO NACIONAL DE FABRICANTES.

Armazem em Caracas. O armazem para a exhibição de manufacturas americanas estabelecido em Caracas, é a primeira tentativa experimental que tem feito neste sentido a Associação Nacional de Fabricantes. A demanda de espaço pelos exponentes tem sido tão grande que os directores se têm visto obrigados a fixar o 4 de Dezembro como limite do prazo para receber mercadorias. N'um relatório datado em Puerto Cabello, e que acaba de chegar ao Ministerio de Estado, o Consul PROSKANER se expressa da seguinte favoravel maneira acerca da empresa e seus resultados quanto ao commercio de Venezuela:

"Ao principio seus bons effeitos se limitarão aos grandes e ricos territorios que são tributarios de Caracas e que consomem artigos de primeira qualidade, mas sua fama e os beneficios que produzirá, não tardarão em induzir aos commerciantes des regiões central e occidental la Republica a visitar a exposição. A vista mesma das mercadorias, a comparação d'ellas no lugar mesmo com outros objectos semelhantes, o cambio de ideas entre os representantes americanos e os commerciantes venezuelanos acerca de pequenos detalhes mercantis, deverão ser proveitosos para ambas partes e contribuir a dissipar serios erros que ainda existem.

"O governo está esforçando-se para fomentar a empresa, e os sentimentos amistosos dos filhos do paiz para todo o que é americano, farão que desenvolvam a maior energia afim de que os esforços dos iniciadores do projecto se vejam coroados de bom exito."

BULLETIN MENSUEL

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RELATIONS COMMERCIALES EN AMÉRIQUE— VII.

LE LITTORAL DE L'EST DE L'AMÉRIQUE DU SUD.*

Les pays qui doivent être considérés ensuite dans ces relations sont les Républiques de l'Amérique du Sud qui longent l'Atlantique ou qui y trouvent leur débouché naturel. Ces pays, selon les distances qui les séparent des États-Unis sont, le Brésil, l'Uruguay, la République Argentine, et le Paraguay, ce dernier étant le seul pays de la côte de l'Est qui n'a pas de littoral maritime. Le transport entre les États-Unis et cette vaste région de l'Amérique du Sud, qui renferme non seulement d'immenses ressources naturelles en voie de développement, mais aussi des industries et un commerce d'énormes proportions, qui ont déjà atteint leur plein développement, est facile et direct et n'attend pas les facilités additionnelles qui se développeraient par suite de la construction du canal à travers le Nicaragua ou l'isthme de Panama, dont les pays du littoral de l'ouest ont si grand besoin. Le développement des relations actuelles de commerce des États-Unis, dans la partie orientale de l'Amérique du Sud, dépend seulement des conditions déjà existantes et qui, par conséquent, n'ont pas besoin d'être créées.

* Le premier article de cette série a paru dans le BULLETIN MENSUEL pour le mois de juillet 1897.

Le canal interocéanique serait d'un grand bénéfice dans le raccourcissement des distances entre la côte est de l'Amérique du Sud et la côte ouest de l'hémisphère entier, tandis que la construction du canal n'affecterait qu'indirectement le commerce entre la côte de l'Atlantique de l'Amérique du Sud et la côte de l'Atlantique et les ports du Golfe des États-Unis. Les routes praticables les plus courtes sont déjà trouvées sur les eaux de la vaste mer de l'Atlantique, et les nécessités pour le développement commercial sont simplement celles qui forment la base de tout commerce maritime. Par d'autres mots, nous n'avons qu'à trouver les moyens pour augmenter l'échange des produits par les voies accoutumées, sans aucun empêchement naturel à franchir. Si nous pouvons obtenir la quantité d'articles nécessaires au commerce d'échange, et les vaisseaux pour les transporter, le problème est résolu.

Bien que les ports de la côte orientale de l'Amérique du Sud soient les points terminaux des routes directes et définitives partant des États-Unis, leur relation géographique envers le dernier pays n'est pas de nature à lui donner un avantage frappant dans la lutte avec les nations européennes pour leur commerce. Comme il a été indiqué dans le premier article de cette série, le continent sud-américain projette dans l'Atlantique à une telle distance à l'est d'une ligne tracée au sud de la ville de New-York, que les ports européens les plus au nord ne sont pas plus éloignés que les grandes villes maritimes des États-Unis. Donc les conditions sont plus égales que dans la concurrence pour le commerce du Mexique, de l'Amérique Centrale, des Indes Occidentales et de la côte septentrionale de l'Amérique du Sud, qui sont si près des États-Unis qu'ils leur offrent un grand avantage sur leurs rivaux européens—avantage qui, comme il été si souvent indiqué dans ces articles, à l'achèvement du Canal de Nicaragua ou de Panama, s'étendrait à la côte occidentale de l'Amérique du Sud. Malgré ceci, le volume du commerce de la côte orientale de l'Amérique du Sud est si grand que, même sous des conditions géographiques moins favorables, la part des États-Unis présente des quantités considérables, surtout en comparaison avec celle de la côte occidentale. Les importations provenant de, et les exportations des États-Unis à destination des contrées de la côte orien-

tale, pour les exercices terminés le 30 juin 1896 et 1897, sont ainsi cités dans les statistiques du Trésor des Etats-Unis :

Côte orientale de l'Amérique du Sud.

	Importations provenant de.		Exportations à destination de.	
	1896.	1897.	1896.	1897.
	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
République Argentine.....	9, 313, 385	10, 772, 627	5, 979, 046	6, 384, 984
Brésil	71, 060, 046	69, 039, 389	14, 258, 187	12, 450, 061
Paraguay				740
Uruguay	3, 242, 428	3, 515, 054	1, 481, 200	1, 213, 426
Total.	83, 615, 859	83, 327, 070	21, 718, 433	20, 049, 211

Le commerce total des Etats-Unis avec l'Amérique du Sud pendant les mêmes années se répartit comme suit :

AMÉRIQUE DU SUD.

Importations provenant de.		Exportations à destination de.	
1896.	1897.	1896.	1897.
<i>Dollars.</i> 108, 828, 462	<i>Dollars.</i> 107, 389, 069	<i>Dollars.</i> 36, 297, 671	<i>Dollars.</i> 33, 768, 493

Ainsi, des importations totales des Etats-Unis provenant de l'Amérique du Sud, nous trouvons que plus des trois-quarts viennent de la côte orientale, tandis que près des deux-tiers du total des exportations des Etats-Unis à destination de l'Amérique du Sud sont pris par ces mêmes pays. Par contre, le commerce de la côte occidentale avec les Etats-Unis, dans son état actuel de développement, décrit dans les articles précédents, est insignifiant. Ses possibilités seulement arrêtent l'attention.

Les chiffres sont :

Côte occidentale de l'Amérique du Sud.

	Importations provenant de.		Exportations à destination de.	
	1896.	1897.	1896.	1897.
	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
Bolivie	Nulle.	Nulle.	21, 907	7, 787
Chili	4, 709, 017	3, 792, 434	3, 431, 805	2, 578, 911
Equateur	763, 643	566, 526	689, 416	734, 868
Pérou	712, 696	722, 089	999, 381	1, 108, 436
Total	6, 185, 356	5, 081, 049	5, 142, 512	4, 430, 002

On ne peut s'attendre qu'à une augmentation peu considérable de ces chiffres jusqu'à ce que l'achèvement du canal interocéanique ouvre une route plus courte et moins coûteuse des Etats-Unis au littoral du Pacifique de l'Amérique du sud; mais le volume du commerce déjà existant, aussi bien que la grande richesse agricole du Brésil et des contrées de la Plata promettant un développement immense de commerce, semble marquer la côte orientale comme celle spécialement favorable au développement plus intime des relations avec les Etats-Unis.

Au point de vue du manufacturier et de l'exportateur américains les relations existantes avec les contrées de la côte orientale de l'Amérique du Sud ne sont pas satisfaisantes, vu que, tandis que les Etats-Unis achètent annuellement de leurs produits pour une valeur supérieure à 83,000,000 de dollars, ils ne lui en vendent que pour environ 20,000,000 de dollars, soit un quart de moins qu'ils n'en achètent. A présent que le manufacturier fait une concurrence si heureuse à ses compétiteurs européens dans les marchés nationaux de ces derniers, il ne voit aucune raison pourquoi il ne réussirait pas aussi bien dans l'Amérique du Sud que partout ailleurs. Il n'envisage pas les barrières d'habitude, de relations de commerce longtemps établies, des préjugés du tarif et du capital européen placé dans les banques et qui contrôlent le cours du change. Ces barrières peuvent, sans doute, être franchies avec le cours du temps, mais seulement par suite d'efforts intelligents et patients.

Peut-être que le meilleur moyen pour effectuer leur éloignement serait une politique de réciprocité soigneusement délibérée, assurant l'échange le plus libre possible, sans perte pour les industries établies. Une telle politique, ayant pour objet l'avantage mutuel à être ressenti par les parties contractantes, contribuerait indubitablement à la diversion du commerce des voies européennes et à l'union des Républiques Américaines dans une communauté réelle, et non sentimentale, d'intérêts. Les questions subsidiaires, mais non moins importantes relatives à l'augmentation de facilités de transports, avec des vaisseaux sur lesquels flotteraient les pavillons des Républiques Américaines, et des chemins de fer, liant plus étroitement encore par des chaînons d'acier les différentes contrées, et de l'adaptation des manufactures et des méthodes commerciales des Etats-Unis aux besoins particuliers du commerce sud-améri-

cain, ont été clairement discutées dans cette série d'articles, mais elles doivent être toujours dans l'esprit et sans cesse rappelées à l'attention de tous ceux qui sont intéressés dans le problème général des conditions commerciales de l'Amérique, comme indispensables à la croissance nécessaire et rapide.

Parmi les autres pays que nous passons en revue, le Brésil a le plus grand commerce avec les Etats-Unis, évalué pendant l'exercice passé, finissant le 30 juin 1897, à plus de 69,000,000 de dollars pour l'exportation aux Etats-Unis, et de 12,450,000 de dollars pour l'importation. Il y a eu une diminution de 2,000,000 de dollars au compte des exportations en comparaison avec l'année antérieure, et de 1,800,000 de dollars pour les importations, mais cette diminution n'a aucune signification dans un commerce total de plus de 81,000,000 de dollars, et trouve sa raison d'être dans les fluctuations des années précédentes. Les achats brésiliens des Etats-Unis ne montrent pour ainsi dire, aucun gain permanent dans une série d'années, tandis que ses ventes aux Etats-Unis ont diminué depuis 1893 de 7,000,000 de dollars.

Cette condition d'affaires est d'autant plus remarquable quand on considère que, de tous les pays de l'Amérique du Sud, le Brésil ne cède le pas à aucun, dans la cordialité de ses sentiments envers les Etats-Unis, ni dans l'intimité de ses relations commerciales, datant d'une période très reculée. Le caractère de ses principaux produits agricoles, tels que café, sucre, caoutchouc, etc., étant presque exclusivement tropical, on ne peut pas dire qu'il fasse concurrence aux principales denrées agricoles des Etats-Unis, de sorte que ces derniers peuvent facilement lui accorder des concessions douanières sans risquer de porter préjudice aux industries nationales. De l'autre côté, il y a une variété infinie de denrées alimentaires et de marchandises manufacturées que le Brésil voudrait bien sans doute importer en plus grande quantité des Etats-Unis, sous des conditions plus favorables. Il n'y a aucun pays de l'Hémisphère Occidental qui paraisse offrir de bénéfices plus tentants que ceux qui résulteraient d'un système soigneusement élaboré de réciprocité avec les Etats-Unis.

Les relations entre la République Argentine et les Etats-Unis sont moins facilement ajustées à cause de la similitude de quelques produits principaux des deux pays, tels que le blé et la laine. Cependant, la République Argentine produit des récoltes de la

zone torride aussi bien que de la zone tempérée, et il se peut que les articles (tels que le sucre), qui n'entrent pas en concurrence avec les produits des Etats-Unis, sauf en petites quantités, pourraient servir de base de concessions mutuelles. Il est affirmé aussi que certaines qualités de laine de l'Argentine ne peuvent pas être produites avantageusement aux Etats-Unis et pourraient être admises sous des conditions plus favorables; mais par contre, il est assuré, qu'avec la protection douanière, les Etats-Unis pourraient élever en quelques localités le même genre de moutons.

Cette question est une que doivent régler ceux qui sont spécialement qualifiés pour la résoudre, mais on peut remarquer de passage, que la réciprocité implique nécessairement une politique de concessions mutuelles, ayant pour objet principal d'obtenir les plus grands bénéfices pour le plus grand nombre. Le trafic de la République Argentine est de proportions considérables, s'élevant à une valeur de plus de 200,000,000 de dollars par an. Actuellement la part des Etats-Unis dans ce commerce n'est que de 7 pour cent. Evidemment il serait avantageux de considérer sérieusement les possibilités d'un plus grand volume d'échanges.

Les principaux produits de l'Uruguay sont très similaires à ceux des Etats-Unis, notamment le bétail, la laine, le maïs, le blé, etc.; mais les chiffres du commerce montrent que l'Uruguay vend beaucoup plus aux Etats-Unis qu'il n'en achète, et dans le Paraguay et l'Uruguay les exportateurs des Etats-Unis pourraient sans doute, avec des efforts énergiques, augmenter grandement la consommation de certaines classes de marchandises. Dans l'Uruguay par exemple, il y a une demande considérable de pétrole et de bois de charpente que les Etats-Unis pourraient assurément remplir presque entièrement, si le droit perçu par l'Uruguay sur ces articles était réduit.

On remarquera que, à l'exception du Paraguay, avec lequel les Etats-Unis n'ont presque pas de commerce, les pays de l'Est de l'Amérique du Sud ont à leur compte un profit commercial de proportions considérables. Avec l'ajustement propre des droits de douane, et l'effort systématique de la part des exportateurs des Etats-Unis, il ne peut être mis en doute qu'en vue des sympathies naturelles qu'ont l'Argentine, le Brésil, et l'Uruguay pour la République sœur du Nord, ils ne soient portés à acheter en plus

grandes quantités d'un client aussi avantageux. Ainsi la clef du problème de la croissance commerciale dépend de la sage négociation de la réciprocité, et de l'effort plus actif de la part des commerçants des Etats-Unis à surmonter les efforts industriels du fabricant et de l'exportateur européens.

Joseph P. Smith

RÉPUBLIQUE ARGENTINE.

COMMERCE EXTÉRIEUR PENDANT LE 1^{er} SEMESTRE DE 1897.

Les faits suivants relatifs au commerce extérieur de la République Argentine pendant le 1^{er} semestre de 1897 sont relevés du rapport publié par le Département national de la statistique.

L'ensemble des importations et des exportations, en dehors des espèces métalliques, s'est élevé au chiffre de 113,742,314 piastres or, contre 121,773,627 piastres, pendant la même période de 1896, soit une diminution de 8,031,313 piastres, dont 2,068,868 piastres pour l'importation et 5,968,445 piastres pour l'exportation.

Les importations ont atteint 49,987,541 piastres or, qui se décomposent de la manière suivante:

	Piastres or.
Articles sujets aux droits.....	43, 045, 658
Articles exempts de droits.....	6, 658, 121
Espèces métalliques.....	283, 762

Comparés avec ceux du premier semestre de 1896, ces chiffres accusent une diminution de 2,143,428 piastres pour les articles sujets aux droits, et de 5,387,390 piastres pour les espèces métalliques, tandis que les articles exempts de droits ont augmenté de 74,560 piastres.

Les diminutions portent principalement sur les produits du règne végétal (1,334,339); sur les bois et leurs dérivés (591,412 piastres); sur les tissus et matières textiles autres que la soie et le coton (1,170,960 piastres); sur les boissons, vins et alcools (355,830 piastres).

La diminution croissante que l'on constate dans le chiffre des entrées de vins communs en fûts est particulièrement frappante.

Cet article, dont l'importation, pendant le premier semestre de 1895, représentait une valeur de 3,280,000 piastres or, est successivement tombé à 2,820,000 piastres pendant la période correspondante de 1896, et à 2,552,668 piastres en 1897. C'est en grande partie une conséquence de l'extension qu'a prise, depuis quelques années la culture de la vigne dans les provinces du Nord-Ouest de la République Argentine. Les vins de San Juan, de Mendoza, etc., mieux faits et plus soignés qu'autrefois, sont entrés dans la consommation comme vins de table ordinaires, et commencent à faire une concurrence sérieuse aux vins français et italiens.

Les articles en augmentation sont :

Les produits chimiques et pharmaceutiques 200,938 piastres; le fer et ses dérivés, 1,338,300 piastres; les tissus de soie et de laine, 169,921 piastres; le vermouth, 109,825. La plus-value que présente ce dernier chiffre est tout à l'avantage de l'importation italienne, dont les vermouths sont presque seuls à figurer dans la consommation du pays.

Le tableau suivant donne la valeur des importations des différents pays dans la République Argentine, en 1896 et 1897.

IMPORTATION.

Pays.	1897.	1896.	Augmentation (+) ou dimi- nution (—).
	<i>Piastres.</i>	<i>Piastres.</i>	<i>Piastres.</i>
Grande-Bretagne.....	18, 947, 560	20, 424, 178	—1, 476, 618
France.....	5, 778, 087	5, 553, 070	+ 225, 017
Allemagne.....	5, 728, 254	6, 358, 227	— 629, 973
Italie.....	5, 342, 946	5, 400, 741	— 57, 795
États-Unis.....	4, 985, 746	4, 933, 336	+ 52, 410
Belgique.....	4, 186, 946	4, 116, 154	+ 70, 792
Brésil.....	1, 826, 803	2, 479, 301	— 652, 498
Espagne.....	1, 755, 175	1, 410, 244	+ 344, 931
Paraguay.....	578, 481	502, 184	+ 76, 297
Uruguay.....	295, 386	335, 163	— 39, 777
Chile.....	96, 343	11, 443	+ 84, 900
Pays-Bas.....	52, 166	64, 189	— 12, 023
Portugal.....	31, 229	43, 909	— 12, 680
Antilles.....	28, 007	18, 111	+ 9, 896
Bolivie.....	23, 177	23, 677	— 500

Les États-Unis occupent la cinquième place comme pays importateur et le chiffre de ses importations a augmenté de 52,410 piastres, pendant qu'il était au contraire en décroissance pour

l'Angleterre, l'Allemagne, l'Italie, le Brésil, l'Uruguay, les Pays-Bas, le Portugal et la Bolivie.

Pendant cette même période, les exportations ont atteint le chiffre de 65,218,829 piastres or, qui se décomposent en :

	Piastres or.
Articles sujets aux droits.....	39, 771, 228
Articles exempts de droits	24, 267, 307
Espèces métalliques	1, 180, 294

Ces données, comparées aux résultats du premier trimestre de l'année précédente, montrent que la sortie des articles sujets aux droits a augmenté de 5,574,633 piastres; celle des espèces métalliques de 1,076,132 piastres, et que l'exportation des produits exempts de droits a baissé de 11,537,078 piastres. Cette diminution, qui porte presque uniquement sur les produits de l'agriculture, est la conséquence des dégâts causés par les invasions de sauterelles qui ont ravagé et presque totalement détruit la dernière récolte des céréales.

Les acheteurs de produits argentin se rangent dans l'ordre suivant :

Pays.	1897.	1896.	Augmentation (+) ou dimi- nution (-).
	<i>Piastres.</i>	<i>Piastres.</i>	<i>Piastres.</i>
France	14, 871, 335	14, 932, 860	— 61, 525
Allemagne	9, 321, 283	8, 456, 197	+ 865, 086
Grande-Bretagne.....	7, 651, 223	8, 146, 182	— 494, 959
Belgique	6, 303, 584	7, 665, 597	—1, 363, 013
Brésil	5, 675, 423	4, 629, 751	+1, 045, 672
Etats-Unis	5, 227, 765	3, 281, 279	+1, 946, 486
Italie.....	1, 928, 723	1, 882, 031	+ 46, 692
Chile.....	1 127, 721	1, 354, 712	— 226, 991
Uruguay	1, 103, 593	1, 656, 067	— 552, 474
Espagne.....	512, 285	457, 934	+ 54, 351
Bolivie.....	270, 491	265, 478	+ 5, 013
Antilles	187, 546	125, 253	+ 59, 293
Paraguay.....	73, 440	82, 634	— 9, 194
Pays-Bas	33, 133	438, 528	— 405, 395
Portugal	10, 142	14, 088	— 3, 946

Le chiffre des exportations aux Etats-Unis pendant les premiers semestres de 1897 et de 1896 accuse une augmentation de 1,946,486 piastres.

BRÉSIL.

TRAVAUX D'AMÉLIORATION DU PORT DE PERNAMBUCO.

Le Gouvernement des Etats-Unis du Brésil a décidé ouvrir concurrence pour l'exécution des travaux d'amélioration du port de Recife, Etat de Pernambuco, la troisième ville du pays par rapport à l'importance commerciale. Le Recife possède un port naturel dont le môle est formé par les récifs qui s'étendent à une certaine distance de terre le long d'une partie de la côte nord du Brésil. Il faut cependant améliorer les conditions actuelles, d'accord avec le plan général fait par l'ingénieur brésilien, ALFREDO LISBOA, que le concessionnaire doit suivre avec les modifications qui, pendant l'exécution, seront jugées nécessaires par le Gouvernement. Les travaux en question sont les suivants : Construction d'un môle sur le récif submergé ; exhaussement des récifs ; construction de quais définitifs auxquels puissent amarrer les bateaux de grand tirant ; dragage de tout le port ; placement de bouées et poteaux d'amarrage aux lieux d'ancrage ; construction des magasins nécessaires à la réception, emmagasinage et conservation des marchandises, lesquels jouiront des avantages et des faveurs concédés par la loi aux magasins de douanes ; établissement, le long des quais, de chemins de fer en communication avec leurs magasins et avec les chemins de fer et tramways existants ; établissement d'un jeu complet de grues hydrauliques ou électriques, et construction de chantiers destinés à l'inspection et réparation des bateaux.

Le concessionnaire soumettra à l'approbation du Gouvernement les plans définitifs six mois après l'approbation du contrat par le Congrès, et les travaux commenceront dans les douze mois suivants, pour être finis dans une période de cinq et dix ans.

Pour la rémunération et l'amortissement du capital employé, le concessionnaire recouvrira, jusqu'au temps de la réversion des travaux au Gouvernement, quatre sortes d'impôts : d'amarrage, de quayage, de charge et décharge des marchandises, et d'emmagasinage, et de plus les impôts relatifs au transport des marchandises et au délai des bateaux dans les chantiers. Quand les revenus nets dépasseront 12 pour cent, les impôts souffriront une réduction générale. Si les travaux sont faits par une compagnie étrangère,

celle-ci sera considérée nationale pour tous les effets du contrat. Les propositions devront être présentées, en lettres fermées, jusqu'à 3 heures de l'après-midi du 28 février 1898, à la Légation du Brésil, à Washington, et seront ouvertes au jour et heure indiqués. A la Légation du Brésil, à Washington, et au Consulat Général, à New York, on fournira toutes les autres informations que désireront les personnes qui songent à concourir à l'adjudication.

COLOMBIE.

LES MANUFACTURES AMÉRICAINES.

Le Consul BIDLAKÉ, à Barranquilla, Colombie, fait dans son rapport annuel au Gouvernement des Etats-Unis quelques suggestions de valeur relatives aux manufactures américaines dans cette République. Un des principaux sujets de plainte des marchands est que les marchandises américaines ne sont pas aussi bien emballées que celles venant de l'Europe; et aussi que la nécessité de faire le commerce par l'intermédiaire d'une maison de commission, au lieu de le faire directement avec les manufacturiers, nécessite le remballage de la marchandise, et par conséquent une augmentation de poids du paquet. Un droit est perçu aux ports colombiens sur le poids brut du paquet ou de la caisse, selon la classe; donc il ne devrait pas avoir plus de poids qu'il n'est absolument nécessaire pour l'emballage ou la couverture.

Les outils américains de toutes sortes sont préférés à ceux de l'Europe, étant mieux faits, plus légers et plus commodes, mais ils sont aussi plus chers. Les manufacturiers allemands font une reproduction exacte du coutelas de Collins, qui est la fabrique favorite à l'Amérique du Sud, et ils le garantissent comme étant aussi bon que l'article américain, et s'engagent à le remplacer s'il se casse.

Les meubles sont tous importés, les Etats-Unis fournissant les classes de chaises jaunes ordinaires de canne à bon marché. Les appareils pour l'éclairage électrique se paient plus chers que l'article européen, notamment les lampes incandescentes, qui se vendent à 18 cents chacune, tandis que les lampes ordinaires, venant de l'Italie, se vendent à 10.6 cents. Le fil de fer américain se vend à 10 et à 15 pour cent en plus du prix du fil de fer allemand.

Les chaussures pour femmes et enfants sont toutes importées étant principalement de la mode française, mais celles pour hommes sont fabriquées dans le pays, les empeignes seulement étant importées.

COSTA RICA.

Le Général J. S. CASEMENT, qui a récemment obtenu du gouvernement de Costa Rica une concession pour la construction du chemin de fer du Pacifique qui, traversant la République reliera l'Atlantique au Pacifique, vient de retourner de Costa Rica, et il a publié des informations très importantes relatives aux conditions politiques et commerciales qui existent dans le pays.

Le Général CASEMENT seconde le désir du Président IGLÉSIAS pour cultiver d'avantage les relations existantes entre les Etats-Unis et son pays. Actuellement le commerce prédominant de Costa Rica se fait avec les Etats-Unis, dont les deux-cinquièmes se font avec la Nouvelle-Orléans, et avec des efforts bien dirigés, il n'existe aucune raison pour que les quatre-cinquièmes du commerce ne se fassent pas avec les Etats-Unis. Les habitants de Costa Rica ont besoin de machines, et l'opportunité est offerte aux manufacturiers des Etats-Unis de s'emparer de ce commerce.

Le Président IGLÉSIAS a en projet des améliorations étendues à l'intérieur, des chemins de fer sont en voie de construction, et le développement de la navigation des rivières qui pénètrent à l'intérieur reçoit son attention sérieuse. Dans ce but le capital étranger est sollicité pour l'exploitation des vastes ressources naturelles du pays. Presque tous les produits tropicaux peuvent être cultivés, les ressources minérales sont variées et le climat est excellent.

HAÏTI.

NOUVEAU MINISTÈRE.

Le Ministère d'Haïti, qui vient d'être réorganisé, est constitué comme suit :

Ministre de l'Intérieur, M. AUGUSTE TANCRÈDE.

Ministre du Commerce et des Finances, M. PLAISANCE.

Ministre des Relations Extérieures et des Affaires Ecclésiastiques, M. BRUTUS ST. VICTOR.

Ministre de la Guerre et de la Marine, M. GUILLAUME VELBRUN.

Ministre des Travaux Publics et de l'Agriculture, M. CINCINNATUS LECONTE.

Ministre de la Justice et de l'Instruction Publique, M. ANTOINE CARMELEAU.

Les messieurs qui composent le Ministère ont déjà occupé des des positions officielles importantes et leur nomination a été approuvée unanimement par l'opinion publique.

MODIFICATIONS PROPOSÉES DANS LES FINANCES.

L'Honorable WILLIAM F. POWELL, ministre des Etats-Unis à Haïti, annonce que la Chambre des Députés a sous considération une proposition pour consolider les différentes dettes de la République en une seule dette nationale. A cet effet, des bons seront émis. En vue de ce projet, on se propose d'obtenir aux Etats-Unis, un emprunt de \$6,000,000 au taux d'intérêt de 6 pour cent par an et de racheter avec cette somme, toutes les dettes actuelles du pays dont le montant s'élève à \$26,875,784 (monnaie haïtienne); détruire le papier-monnaie en circulation et le substituer par une monnaie d'or, prenant comme unité monétaire le dollar des Etats-Unis.

L'emprunt proposé sera garanti par une partie des droits d'exportation sur la récolte du café, qui est estimée à \$2,000,000 environ par an; en plus une partie des droits d'importation y sera appliquée, quand il sera nécessaire. L'argent ainsi obtenu formera un fonds d'amortissement au service de la dette et de son rachat. Il est proposé en plus, dans le cas où l'emprunt s'effectuerait, de faire remonayer aux Etats-Unis, toutes les pièces fractionnaires d'argent d'après l'unité monétaire de ce pays.

Le Ministre POWELL croit que cet arrangement financier proposé contribuera au resserrement des relations avec les Etats-Unis, et par conséquent à la diminution de l'influence française et allemande qui domine actuellement dans l'île.

MEXIQUE.

LA CULTURE DU CAOUTCHOUC.

Le Bureau a reçu dernièrement de nombreuses demandes relatives au caoutchouc du Mexique. En réponse à ces questions, l'information suivante, recueillie par M. GEORGE D. COLEMAN dans ses investigations pour le journal "Les Deux Républiques," est publiée.

Jusqu'ici le Brésil a été le grand pays producteur du caoutchouc; ses exportations annuelles ont atteint le chiffre de \$100,000,000. Cependant, il y a au Mexique et dans les Etats de l'Amérique Centrale des terres également convenables à sa culture, ayant en plus l'avantage d'un climat excellent. Autrefois on comptait seulement sur la récolte du produit des arbres à l'état sauvage, mais avec l'augmentation de l'emploi du caoutchouc, et la conséquente hausse du prix, le capital commence à s'intéresser dans cette industrie et on s'engage grandement dans sa culture.

Les arbres à caoutchouc ne poussent pas au-dessus d'une élévation de 500 pieds au-dessus du niveau de la mer, et les terres basses et humides, mais pas marécageuses, sont les meilleures. Il y a quelque temps on pouvait obtenir des terres convenables à cette culture au prix de 25 cents l'acre, en achetant une grande étendue, mais avec la croissance de l'industrie les terres se sont avancées en prix et se vendent de \$2 à \$5, monnaie mexicaine. On doit toutefois se souvenir que les terres pour la culture du caoutchouc peuvent servir à la production d'autres récoltes, telles que le maïs, les haricots, etc., qui peuvent être vendues avec un bénéfice suffisant pour couvrir les dépenses préliminaires de la plantation à caoutchouc.

La plus grande dépense après l'achat du terrain, est pour le défrichement et la préparation du sol. Si les facilités de transport sont bonnes, le défrichement peut devenir une entreprise lucrative, car les bois de teintures, de sandal, de satin, d'ébène et de noyer, s'ils sont expédiés, commandent des prix qui plus que dédommagent les frais encourrus. On doit choisir les terres s'étendant le long des cours d'eau, où le sol est riche, profond et glaiseux; une preuve certaine de bonnes terres à caoutchouc, se trouve dans la

présence d'arbres sauvage. Dans le défrichement, ces arbres doivent être laissés debout, de même que les jeunes plantes, pour être transplantés et placés aux distances voulues. La saison convenable au plantage des jeunes arbres est pendant la saison pluvieuse; ils doivent être disposés en rangées, à une distance de 15 pieds, alternant les arbres de sorte qu'ils ne se trouvent pas en face l'un de l'autre dans les rangées subséquentes. Cette distribution permettrait environ 193 arbres à l'acre, qui est le plus grand nombre admissible de bons résultats. Une fois plantés, les arbres ne demandent aucune attention ou culture autre qu'empêcher les broussailles de s'élever, et en vue de cet objet une récolte secondaire de maïs ou de haricots est le meilleur moyen. L'arbre à caoutchouc se reproduit des graines ou noix qui tombent de l'arbre aux mois de mai ou juin. Ces noix peuvent être semées en couches ou en pépinières, et ainsi une abondance de plantes est produite, ou les jeunes plantes sauvages peuvent être transportées des forêts.

Après la sixième ou septième année, le bosquet commencera à produire, et à partir de la septième année doit rendre trois ou cinq livres par arbre. Comptant sur 600 livres pour la récolte de 193 arbres, et sur 50 cents par livre comme bénéfice net, nous avons un profit de \$300 en or par acre. De plusieurs variétés d'arbres à caoutchouc qui fournissent le caoutchouc au commerce, le meilleur et le plus important se désigne sous le nom de "Pastillo a elastica." Les arbres sauvages abondent dans les forêts des Etats de Vera Cruz, Oaxaca, Chiapas, Tobasco et Campêche.

GINGEMBRE.

Le gingembre est compris parmi les productions tropicales du Mexique. On considérait que cette plante était originaire des pays tropicaux de l'Asie et de l'Afrique, où elle a été cultivée depuis une période très reculée. Cependant, elle est trouvée à l'état sauvage dans les Etats de Pueblo, de Guerrero et de Chiapas au Mexique, où l'on pense qu'elle a été introduite par François Mendoza vers le milieu du 16ème siècle.

En dehors de son emploi comme comestible, on trouve que le gingembre a une valeur inestimable comme médicament pour la guérison des frissons, des fièvres et des autres maux qui existent

dans les districts où il est cultivé. Cette plante exige pour sa production un sol riche et elle ne poussera pas dans le sable, l'argile ou dans un terrain marécageux, puisque celui-ci détruit les racines de la plante. Elle demande aussi une abondance de pluie et la température ne doit pas être au-dessous de 40° F.

Le temps le plus propice pour le plantage au Mexique ou à l'Amérique Centrale est le mois de mars ou d'avril, les boutures étant plantées à une distance de 12 pouces sur 18. Les procédés de sa culture sont à peu près pareils à ceux de la culture de la pomme de terre. La plante fleurit en septembre ou octobre, et au mois de janvier on peut faire la récolte par un procédé des plus simples, qui consiste tout simplement à arracher les tubercules du sol; le procédé de la préparation est aussi très simple et peu coûteux.

Par un rapport officiel sur le sujet, on apprend que sous des conditions favorables la production par acre doit être de 4,000 livres ou plus; le coût de la culture est de 1 cent et demi à deux cents par livre; le fret de l'endroit où le gingembre est cultivé, à Vera Cruz, ne dépasse pas \$1 par 100 livres, y compris le prix des sacs. Le prix à New York varie entre 12 et 20 cents par livre, ainsi on constate qu'une plantation de 10 acres rapportera un bénéfice net de \$5,000 à \$7,000 par an.

LA CULTURE DU TABAC.

Les connaisseurs de la culture et de la manufacture du tabac considèrent le moment présent très favorable pour mettre sur le marché les qualités excellentes du tabac mexicain pour enveloppes extérieures de cigares, en concurrence au produit de Cuba, qui, de tout temps a dominé le marché. En conséquence du désordre agricole, provenant de l'insurrection cubaine, les vastes plantations de tabac dans l'île n'ont rien produit, et les planteurs ont, en grande mesure, transporté leurs intérêts au midi du Mexique. Ces planteurs cubains sont très enthousiastes sur la richesse du sol, sur l'abondance de l'eau, le climat, etc. De même que beaucoup de voyageurs, ils disent que les bons terrains convenables à la culture du tabac à Cuba sont épuisés, que les prix des engrais nécessaires à la préparation du sol pour le rendre en condition parfaite pour le plantage, sont si élevés qu'il serait impossible, même si la guerre

terminait maintenant, de regagner des acheteurs, puisque le produit mexicain devient chaque jour mieux connu et peut se vendre avec grand profit au-dessus du coût de la production à Cuba.

Le sol de l'Etat d'Oaxaca surtout est spécialement favorable à la culture d'une variété de cette plante qui, à cause de son poids léger, de sa fine qualité et de sa couleur, aussi bien que de son parfum, est inestimable pour fabriquer des enveloppes extérieures de cigares qui, à présent, sont évaluées à des prix très élevés dans les marchés du monde. On dit avec confiance que le tabac fin pour enveloppe extérieure de cigares, qui se vend à \$4 en or par livre, peut être cultivé dans ces régions favorables, surtout dans les terres moyennes, voisines de Ozumacin, situé entre deux grands cours d'eau, avec un sol composé de 80 à 85 pour cent de sable, de 5 à 6 pour cent de matière végétale décomposée, et le reste d'argile blanche. La dernière récolte du tabac d'Ozumacin et de El Valle Nacional a été en moyenne de 3 à 4 arrobas (100 livres) par 1,000 plantes, et s'est vendu à 80 cents et à \$1 par livre. Les dépenses des pépinières, du plantage, de la récolte, du nettoyage, etc., y compris l'intérêt de l'argent, est au-dessous de 15 cents par livre, ainsi un profit très satisfaisant est réalisé. Cette année, dû aux conditions plus favorables de température, la qualité de la production est plus fine, et comme il n'y a pas eu de nécessité de replanter les récoltes, le coût de la préparation pour la vente est estimé à environ 12 cents par livre. Quand les plantes étaient très jeunes, les acheteurs payaient 80 cents par livre, mais les planteurs estiment que \$1.20 est un prix équitable à payer pour le tabac sans choix qui sera prêt à être livré à l'exportation vers la fin de février ou au commencement de mars.

Les cigares faits de ces tabacs fins sont connus et appréciés depuis longtemps à l'étranger. Néanmoins le préjugé en faveur de la feuille cubaine, comme enveloppe extérieure de cigares, a été si grand que le tabac en feuilles, pour trouver une vente facile, a dû être mis en ballots semblables à ceux expédiés de Cuba. L'habitude de l'envoi en ballots, en imitation de ceux de Cuba, est heureusement sur le déclin, et on espère qu'avec l'accroissement de la renommée et de la bonne réputation du tabac Mexicain en feuilles pour enveloppe de cigares, la récolte prochaine sera expédiée tout simplement par les exportateurs, comme tabac mexicain. Les enveloppes mexicaines de "petate" ont aussi l'avantage de la

sécurité sur la mode havanaise des ballots de "manta." Les facilités du transport du produit de ces districts sont excellentes, et avec l'achèvement du chemin de fer de Playa Vicente et d'Ozumacin, le transit rapide à Tiacotalpan, un port situé sur le Golfe du Mexique, environ 25 milles à l'intérieur du pays, ayant 25 pieds d'eau près des quais même, sera assuré.

Dans l'Etat de Chiapas une qualité excellente de tabac pour enveloppes a été produit l'année passée, au même taux proportionné de coût et de profit que celui ci-dessus décrit pour Oaxaca.

On estime la récolte du tabac dans le district de San Andrés Tuxtla pour cette année à 300,000 arrobas. Bien que ce tabac ne soit pas d'une qualité aussi fine que le tabac d'Ozumacin et de la Valle Nacional, il est cependant excellent.

Il a été constaté que sur une plantation de 75 acres, ayant une capacité de un million de plantes de tabac, le profit net d'une seule récolte serait de \$62,500 environ. Déduisant \$12,500 pour les dépenses, sur la base de \$3 par arroba, ou de 12 cents par livre, il reste encore un profit de \$50,000 sur la récolte du tabac seul, tandis qu'il y a des produits secondaires, tels que le maïs, les haricots, etc., qui ajouteront considérablement au profit de la culture des plantations de tabac.

L'INDUSTRIE DE LA TANNERIE: OCCASION POUR FAIRE DE BONS PLACEMENTS.

Parmi les nombreuses occasions tentantes pour le placement de capitaux dans de nouvelles entreprises au Mexique, est celle qu'offre l'établissement d'une tannerie près de la ville de Mexico, en conjonction d'une fabrique pour convertir les peaux tannées en cuirs pour courroies, et chaussures diverses.

Les forêts des plateaux élevés du Mexique abondent en écorces de chêne et autres écorces propres à la tannerie. La culture du canaigre, une plante contenant un tant pour cent d'acide tannique s'adaptant particulièrement à la tannerie de cuir de qualité supérieure, est beaucoup recherchée depuis quelques années, et des quantités considérables de cette matière s'exporte aux Etats-Unis et en Europe. Un arbre (*Cascalote*, *Rhus Carriaria*) qui croît abondamment dans une certaine région des Etats de l'Ouest, depuis Oaxaca à Sonora, fournit une écorce qu'on exporte en

quantités considérables, pour être employée dans les tanneries. En 1895, la production de cet article s'éleva à 2,176,810 kilogrammes, d'une valeur de \$243,070. En dehors de ces écorces, dans la même année, la production d'autres écorces utiles à la tannerie a atteint le chiffre de 15,000,000 kilos, d'une valeur de \$457,167.

L'élevage du bétail est la principale industrie rurale du Mexique; de grands troupeaux sur pied sont exportés annuellement aux Etats-Unis en plus de ceux nécessaires à la consommation domestique. Rien que dans les abattoirs de la Cité de Mexico, l'abatage des bœufs en 1895 est officiellement rapporté d'avoir été de 85,870 têtes. Ces peaux sont toutes expédiées à l'étranger et renvoyées au Mexique sous forme de peaux tannées ou d'articles fabriqués. Vu la grande demande du cuir manufacturé dans ses diverses formes au marché domestique et avec tout le matériel sous main nécessaire à cette manufacture, il n'y a pas de raison pourquoi la tannerie des peaux et leur conversion en articles vendables ne soit pas conduite sur une grande échelle et à grand profit.

PÉROU.

LE DISTRICT AURIFÈRE DE CARABAYA.

Un rapport relatif au district aurifère de Carabaya au Pérou, vient d'être envoyé au Département d'Etat, sous date du 8 novembre 1897, par le Ministre DUDLEY, qui le mentionne comme étant la description la plus authentique et la plus correcte faite sur cette région. Les détails du rapport ont été fournis par E. J. PREW, ingénieur-civil, qui examina en personne les mines d'or de Carabaya.

M. PREW croit que le pays n'a, pour ainsi dire, pas été exploité, des veines et des agglomérations d'une grande richesse se trouvant partout. Le pays, qui est couvert d'une épaisse forêt ne se prête pas facilement à l'exploitation. Généralement les mines sont révélées par les agglomérations emportées par les rivières et les cours d'eau; en les remontant on découvre l'existence de la mine originale. La mine la plus importante actuellement en exploitation est celle de Santo Domingo, qui fut récemment achetée

par une compagnie américaine pour la somme de £57,000, argent comptant. Cette compagnie a en route, une machine pour broyer et mélanger le minéral d'une force de vingt marteaux. Le filon d'or de la mine de Santo Domingo varie en largeur de 1 pied 6 pouces à 8 pieds, et renferme de l'or dans toutes ses parties, variant la proportion de 8 à 800 onces par tonne, et en quelques lieux des filons d'or presque pur ont été trouvés. Les mineurs employés sont principalement des Indiens qu'on paie 40 cents par jour, monnaie bolivienne.

Les autres riches mines de ce district sont celles de San Juan, de Raquel et de Maria, dont les rendements pour les 18 mois passés, en plus de celui de la mine Santo Domingo, se sont élevés à 2,500 livres de métal précieux.

Les acquéreurs de mines sont accordés trois mois après la requête est faite, afin de s'assurer du titre; un délai additionnel de quatre-vingt-dix jours est généralement permis, à l'expiration duquel, si on ne prend pas possession de la propriété, on la considère libre pour être requise par d'autres parties. A partir de la concession du titre, le Gouvernement péruvien reçoit annuellement 15 soles par pertencia.

Le grand empêchement à l'exploitation heureuse de cette région se trouve dans le manque de moyens de communications. Les marchandises sont transportées à dos d'Indiens et les voyageurs font les trajets pour la plupart à dos de mulets. En traversant les rivières trop profondes pour passer à gué et où il n'existe pas de radeau, un câble en fer est jeté à l'autre côté, et le voyageur, suspendu dans un léger wagon ou panier, est transporté par un système de poulies, à l'autre côté de la rivière. Le coût du transport des machines est excessif, étant de £50 par tonne de la gare la plus proche de l'embranchement de Juliaca-Sicuni.

CONSTRUCTION DE CHEMINS DE FER.

Dans le BULLETIN MENSUEL pour le mois de décembre 1895, les points principaux de la concession accordée à M. CUTHBERT B. JONES et à ses associés, sujets des Etats-Unis, ont été donnés. En vue de l'exécution de leur contrat, ces messieurs viennent d'organiser aux Etats-Unis, une compagnie sous le nom de *Pacific Company*, et des ingénieurs sont actuellement sur le terrain, engagés dans

les travaux de construction des chemins de fer, désignés dans leur concession. La ligne principale aura son point de départ au Port de Cherrepe, de là elle s'étendra à l'est dans la province de Hualgayoc, soit un parcours d'environ 230 kilomètres; ce chemin de fer ouvrira à l'exploitation une région de vastes richesses en mines de houille, argent, et pétrole, et un district agricole riche en possibilités de culture du sucre, du maïs, du riz, des céréales, du café, du cocoa et du tabac. On dit que quand la ligne allant aux mines de houille de Hualgayoc sera terminée, la houille, une anthracite bitumeuse qui égale celle de la Pensylvanie, se vendra, livrée au port de Cherrepe, à \$2 la tonne, en concurrence avec les charbons anglais ou autres, dont le prix actuel varie de sept à vingt dollars la tonne. A cause de cette grande différence de prix, on croit que ces mines pourront fournir les marchés de la côte du Pacifique, depuis le Chili jusqu'à San Francisco, pénétrant même dans les marchés du Japon et de la Chine.

Le Ministère du Pérou, tel qu'il a été récemment organisé, se compose comme suit :

Premier et Ministre de l'Intérieur, Señor ROMANA.

Ministre des Affaires Etrangères, Señor RIVA-AGUERO.

Ministre des Finances, Señor REY.

Ministre des Travaux Publics, Señor FLORES.

Ministre de la Justice, Señor LAVALLE Y PARDO.

Ministre de la Guerre et de la Marine, Señor ROSA GIL.

ETATS-UNIS.

EXTRAITS DU MESSAGE PRÉSIDENTIEL.

Dans son message transmis lundi, le 6 décembre, au Congrès, à l'ouverture de cette assemblée, le Président McKINLEY fait référence au sujet de la réciprocité commerciale avec les pays étrangers, dans les termes suivants :

Afin de mettre en exécution le plus tôt possible les provisions des sections trois et quatre de l'acte pour créer des revenus, approuvé le 24 juillet 1897, j'ai nommé l'Honorable JOHN A. KASSON, de l'Etat d'Iowa, commissaire plénipotentiaire spécial, pour entamer, avec les pays qui désireront profiter de ces

provisions, les négociations nécessaires. Les négociations se poursuivent actuellement avec plusieurs gouvernements européens et américains. Il est permis de croire qu'avec l'emploi judicieux des pouvoirs accordés par cet acte, les griefs de notre pays et des autres pays, en ce qui concerne nos relations commerciales réciproques, pourront être sinon éloignés, du moins largement allégés, et que le volume de nos échanges commerciaux pourra être augmenté à l'avantage des parties contractantes.

Référence est faite à l'importance et à l'utilité pour le commerce du continent américain, de l'achèvement du Canal de Nicaragua. A propos de ce sujet, le Président dit :

Un sujet d'une grande importance pour notre pays et qui éveille de plus en plus l'intérêt du peuple, est l'achèvement de cette grande route maritime de commerce entre l'Atlantique et le Pacifique, connue sous le nom de Canal de Nicaragua. Son utilité et sa valeur pour le commerce américain sont universellement admises. La commission nommée le 24 juillet dernier, "pour poursuivre les arpentages et examens autorisés par l'acte de Congrès, approuvé le 2 mars 1895," pour déterminer "la route exacte, la praticabilité et le coût de la construction du Canal de Nicaragua, en vue de faire les plans complets pour le travail entier de la construction de ce canal," est actuellement engagée dans les travaux. Je profiterai à l'avenir de l'occasion de transmettre au Congrès le rapport de cette commission, y ajoutant en même temps les suggestions qui sembleront mériter considération.

L'IMPORTATION DES CUIRS AUX ETATS-UNIS.

Pour alimenter leurs tanneries de matières premières, les Etats-Unis sont obligés, outre les immenses stocks fournis par les abattoirs de Chicago et des autres grandes villes, d'avoir recours à l'importation. La valeur des peaux brutes importées annuellement atteint une somme d'environ vingt millions de dollars; les peaux arrivent soit complètement sèches, soit vertes et salées.

Dans cette quantité, les différentes espèces sont très inégalement réparties, les peaux de chèvre forment à peu près la moitié de l'importation, soit annuellement une dizaine de millions de dollars, l'Espagne est dans cet article le principal importateur, après viennent les peaux de bœuf et de vache provenant principalement de la République Argentine et de l'Uruguay.

L'importation des cuirs travaillés, qui était autrefois très considérable, a diminué dans la dernière décade dans des proportions très importantes. Le maroquin tient aujourd'hui la tête avec une entrée annuelle de trois millions et demi de dollars; le cuir de veau vient ensuite, pour une valeur de six cent cinquante mille

dollars environ ; la France est dans cette ligne de beaucoup le plus gros fournisseur ; enfin viennent le cuir à semelles pour cent soixante mille dollars, le cuir de tiges pour vingt mille dollars, et les autres produits en quantités insignifiantes.

Les Etats-Unis n'exportent point ou peu de cuirs à l'état brut ; ils en envoient une certaine quantité transformée en divers produits, chaussures plus spécialement.

VENEZUELA.

LE COMMERCE SUR LA FRONTIÈRE AVEC LA COLOMBIE.

Le Congrès des Etats-Unis du Venezuela, pendant sa dernière session, a approuvé un code de lois régissant le commerce en transit entre ce pays et la Colombie. Ces lois règlent le transit des marchandises étrangères à destination de la République de la Colombie par le port de Maracaibo et de Cuccuta ; et réciproquement, celui des marchandises de la Colombie à destination au Vénézuéla, pour être exportées par voie de Maracaibo.

L'article 2 du code dit :

L'entrée des marchandises étrangères par le port de Maracaibo, en transit pour la Colombie, sera soumise à toutes les formalités, conditions, et pénalités établies par les lois douanières pour les marchandises étrangères importées au Vénézuéla.

Ces marchandises seront expédiées avec des factures consulaires séparées, indiquant que les articles sont pour un ou plusieurs points de la Colombie. Il sera permis aux marchandises ainsi destinées, à rester en dépôt à la douane de Maracaibo pendant trente jours. Avant d'être retirées pour être envoyées dans l'intérieur, le propriétaire sera requis de remettre au préposé de la douane un certificat *pro forma* pour lequel des formes en blanc seront fournies.

Outre les droits d'importation réguliers, les importateurs auront à payer un pour cent de la valeur de la facture pour frais d'emmagasinage.

Le même décret législatif autorise l'admission des produits naturels et des manufactures de la Colombie dans le Vénézuéla, par la douane de San Antonio del Tachira.

L'article 32 dit :

Les fruits et les produits naturels de la Colombie seront admis en franchise de droits par les douanes de Maracaibo et de Tachira, aussi longtemps que ceux du Venezuela jouiront du même privilège dans la Colombie.

Conformément à l'article 33, les marchandises du pays fabriquées dans la Colombie sont soumises à payer les droits établis dans le tarif du Venezuela, selon leurs classes respectives. Ces lois ont été mises en vigueur le 1^{er} octobre de l'année actuelle, et abrogent tous les règlements antérieurs relatives au commerce de transit entre les deux pays.

COMMERCE DES MACHINES ET DES OUTILS DANS L'AMERIQUE ESPAGNOLE.

La *Revue du Commerce* du 4 décembre 1897, publie un article de beaucoup de valeur et très à propos relatif aux machines et outils agricoles qui conviennent à l'importation dans l'Amérique Latine et les autres pays tropicaux. La demande de ces manufactures augmente de jour en jour ; le principal empêchement à un développement plus rapide de ce commerce est dû à l'ignorance des manufacturiers et des expéditeurs des usages industriels et des conditions qui existent dans ces contrées.

En considérant cette question, on ne doit pas oublier que les machines, une fois reçues par les importateurs, doivent être montées, une opération qui est souvent impossible sans l'aide d'ingénieurs et d'ouvriers expérimentés. Dans les colonies anglaises plus avancées et dans les ports de mer, on peut rencontrer les capacités nécessaires, mais à l'intérieur, même dans les grandes villes, telles que Rio de Janeiro, Buenos Aires, et Valparaiso, on n'est pas sûr d'y trouver de grands ateliers et un personnel susceptibles de fournir un concours utile, et dans l'arrière-pays il n'en est plus question. Le fabricant qui y livre des machines ne saurait compter que sur l'ingéniosité de ses employés.

Dans les pays chauds, la civilisation est principalement concentrée dans les villes de la côte et dans les ports de mer. A l'intérieur, la population a développé une médiocre civilisation

indigène, presque entièrement libre des influences étrangères. Là s'est formée une population adaptée, pour ainsi dire, aux conditions du pays, et qui peut se composer de descendants d'Européens, de créoles, ou de métis. C'est le cas, par exemple, de la Colombie, de l'Equateur, du Venezuela, du Pérou, de la Bolivie, du Mexique et de diverses contrées de l'Afrique du Sud. On y trouve de vastes espaces que n'ouvrent ni la navigation fluviale, ni les chemins de fer, et où les transports se font encore au moyen de bêtes de somme ou de véhicules primitifs. Souvent aussi, il faut utiliser des civières ou des porteurs. Il est clair que dans de telles conditions, le transport et le montage des machines présentent de grandes difficultés.

Toutes les machines destinées à l'intérieur des pays susmentionnés doivent être, en principe, construites en vue du chauffage au bois. Il est rare, en effet, de trouver du charbon loin des côtes. Très exceptionnellement aussi les moteurs à gaz peuvent être employés, tandis que ceux à pétrole seront au contraire indiqués, car le pétrole est devenu un article de commerce universel, qu'on peut obtenir partout pour le chauffage des machines. L'éclairage électrique et la production de force électrique offrent certainement de l'avenir, car les sources d'énergie hydraulique se trouvent en abondance dans ces contrées et rendent possible l'installation de petites machines électriques et de téléphones. Des appareils électriques plus importants peuvent même être transportés avec avantage, parce qu'ils sont d'un volume moindre que les machines à vapeur et sont par suite susceptibles de circuler à l'aide de plusieurs mulets qui, marchant à la file et liés entre eux par de longues perches, sont en mesure de transporter des fardeaux assez lourds, mais d'un petit volume, même dans la montagne, si les courbes ne sont pas trop accentuées.

Du reste, les pièces détachées à transporter à dos de mulets ne doivent pas peser plus d'un quintal et demi à deux quintaux (au maximum), et il faut répartir exactement le poids des deux côtés de la bête.

C'est seulement avec les progrès de la civilisation que ces conditions de transports se modifieront et s'amélioreront; après les sentiers, viendront les chemins et les routes, et des territoires difficilement accessibles s'ouvriront plus largement à des objets plus lourds.

Or, ces contrées sont précisément celles dont la conformation physique nous oblige à bien nous souvenir de ce qui vient d'être dit.

Elles sont riches en produits naturels de toutes sortes, si riches que nombre d'entre elles, la République Argentine, par exemple, préparent une concurrence non négligeable à notre agriculture. Plus la production agricole se développera dans ces contrées, et plus il sera difficile d'y faire des envois; on cherchera dans ces territoires à transformer sur place les produits du sol, afin d'économiser les frais de transport. On y emploiera les appareils à distiller pour le maïs, les céréales, les pommes de terre, etc.; les presses pour les fruits oléagineux.

Les appareils centrifuges pour l'huile et le beurre, les pompes à main ou à manège, parfois les appareils à pétrole et à gaz, les petites machines à glace pour la conservation des produits facilement putrescibles, les machines à travailler le fer-blanc pour la fabrication des boîtes de conserves, les petites presses pour le ciment et matières analogues pour l'établissement de carrelages, les chemins de fer portatifs, joueront un rôle important dans l'exploitation des territoires dont il s'agit. La température très élevée favorisera aussi l'importation des appareils à produire l'eau gazeuse. On trouvera encore l'occasion de placer dans les villes importantes de petits cylindres pour la fabrication du chocolat.

Les cours d'eau nombreux dans ces pays permettront l'installation de petits moulins destinés à la mouture des produits locaux, et favoriseront l'établissement de petites scieries mécaniques. La satisfaction de ces besoins sera relativement lente, et les indigènes hésiteront souvent, à très juste titre, à introduire des articles nouveaux.

Ils ne savent pas les réparer sans conseils et ils ont fait à cet égard des expériences délicates et coûteuses.

L'importation des outils se présente d'ailleurs sous un jour beaucoup plus favorable que celle des machines et appareils mécaniques. Bien que les habitants de nombreux pays d'outre-mer aient montré un certain conservatisme à l'égard des outils modernes et perfectionnés de l'Amérique du Nord et de l'Europe, ce conservatisme a bientôt disparu devant la valeur si pratique de ces outils. L'influence des difficultés résultant des moyens de transport s'exerce infiniment moins sur l'importation des outils que sur celle des

machines. Aussitôt que l'indigène a reconnu la valeur des outils améliorés, il ne trouve aucun prix trop élevé et il paie ce qu'il faut pour ce qu'il a trouvé bon une fois. Un certain modèle de couteaux allemands a été fourni par millions de pièces dans l'Amérique centrale et l'Amérique du Sud; d'autres couteaux, ainsi que des haches, des marteaux, etc., y ont été expédiés pour le travail à la main, l'exploitation des forêts et des mines, la culture des champs. Certains couteaux conviennent à un pays et seraient sans emploi dans un autre. Celui qui a été utilisé parfaitement à Pernambuco et dans l'arrière-pays de Bahia, ne vaut rien pour la Havane. Là, les Espagnols recherchent un long et large couteau, ressemblant à un sabre, qui leur sert d'arme et de couteau d'abattage dans les plantations de cannes à sucre.

On comprend aisément que la forme des couteaux doit résulter du caractère de la forêt, des champs, des cultures principales où ils seront utilisés, et que d'autres améliorations scientifiques ne serviraient de rien. Les gens ne changent pas volontiers l'instrument qu'ils ont toujours connu, et ils ont raison de vouloir éprouver tout d'abord la supériorité d'une nouveauté qu'on leur propose. Tel est le cas pour les outils qui servent à remuer la terre, à l'égard des charrues que les Européens s'efforcent d'introduire à grands frais. Il est bien certain qu'on obtiendrait de meilleures récoltes par l'emploi de la charrue qu'en usant de la houe à la main. Mais qu'importe à l'indigène? Il n'a pas de capital à déboursier pour l'achat d'une charrue et, d'autre part, le produit de la culture à la houe suffit pleinement aux simples besoins de sa famille. Il arrive à vivre et c'est tout ce qu'il demande. On ne peut encore penser, à cause des grandes distances à parcourir, du mauvais état des chemins et des frais de transport élevés, à expédier un excédent de récolte. Pourquoi appliquer la culture intensive qui serait sans profit? Tout cela changera avec le développement de la civilisation et notamment avec l'accroissement de la population des pays en question.

Les pionniers européens du commerce et de l'industrie ne tarderont pas à éveiller les besoins des habitants de ces pays; s'il n'en était pas ainsi, et si ces derniers n'entraient pas dans une civilisation plus avancée, leurs demandes de produits étrangers n'augmenteraient pas. Créer des besoins, c'est la tâche des premiers pionniers du commerce, dans ces pays plus que partout ailleurs. Mais on

ne peut y arriver que par degrés, et c'est dans les pays où de nouvelles voies seront ouvertes au trafic, que naîtront bientôt de nouveaux besoins, et que la population pourra s'adonner à une culture plus intensive.

Par contre, là où n'existe pas de circulation, les gens se contenteront longtemps encore de perles de couleur, comme de tissus bariolés, et auront aussi peu de goût que d'argent pour les produits du luxe et de la civilisation. Créer des moyens de transport et ouvrir le chemin au trafic est l'objectif principal de la politique économique des Européens dans les pays d'outre-mer.

Ce que nous avons dit des machines et des outils s'applique aussi à beaucoup d'autres objets. Les petits établis à raboter ou à tourner, d'une construction légère et aussi simple que possible, les machines à forer, les forges de campagne, les tuyaux cylindriques pour conduites d'eau, les tôles étamées ou non et les tôles ondulées, qui s'emploient dans la construction des habitations et des magasins, les presses pour fruits et fleurs destinées à la production d'extraits et d'essences, les machines à nettoyer et à décortiquer le café, les broyeuses de tous genres, pour pierres, sable, chaux, ciment, les petits appareils à cylindrer, etc., sont à signaler comme intéressant les pays dont il s'agit.

Tous ces pays font usage de poudre, de dynamite, de cartouches, pour l'amélioration des chemins, la taille des roches, l'exploitation des carrières, etc.; de fil de fer et d'appareils peu compliqués d'extraction, ainsi que de câbles pour les mines, enfin de matériel léger pour la construction des ponts, d'instruments pour la ferrure, de clous et de vis à bois, etc., etc.

MISCELLANÉES COMMERCIALES.

RÉPUBLIQUE ARGENTINE.

Tôles en Fer Américaines. Une maison importante de la République Argentine affirme qu'on montre beaucoup d'intérêt dans le commerce des tôles en fer dans cette République, à cause de l'augmentation de leur emploi dans la construction. Les manufacturiers des Etats-Unis commencent à réaliser que le marché sud-américain est très important et font des efforts pour placer leur produit en concurrence avec le produit anglais. Jusqu'ici le grand empêchement à leur succès a été dû à la différence existante dans le coût du fret, les frais anglais cotés étant d'environ 10 pour cent moins élevés que le taux américain le plus bas. Des mesures seront prises pour éloigner cet obstacle, et on croit que

la livraison plus prompte des produits provenant de ce côté de l'Atlantique sera avantageuse dans la concurrence commerciale qui commence à se faire sentir.

Expéditions de Papier.

Il est affirmé positivement que des quantités considérables de papier sont expédiées sans cesse des Etats-Unis à Londres pour être ensuite réexpédiées au Brésil. Des commandes s'élevant à des milliers de dollars sont reçues par les maisons d'exportation pour le papier pour journaux, pour toitures et à écrire. Ceci est dû à ce que les Américains de l'Amérique du Sud et du Centre ignorent les mérites du produit des Etats-Unis, et que les maisons anglaises en concurrence avec les manufacturiers allemands contrôlent véritablement un marché auquel les Américains ont donné peu d'attention.

CHILI.

L'industrie du Salpêtre.

D'après le "Chilian Times" la production du salpêtre en 1896 s'est élevée à 23,832,434 quintaux, et l'exportation a atteint 24,066,189 quintaux. Les principales contrées qui importent le salpêtre du Chili sont: l'Allemagne, les Etats-Unis, la Grande-Bretagne, la France et la Hollande. Suivant une publication sur la consommation du salpêtre dans le monde entier pendant les sept dernières années, on constate qu'il y a eu en 1896 une augmentation de 4,359,627 quintaux, ou d'environ 200,000 tonnes anglaises en plus de la consommation en 1890. L'excès constaté dans les exportations en 1896, sur la production estimée pour cette année, est dû à l'excès de la production en 1895.

Compagnie de Tabac Sud-Américaine.

La Compagnie de Tabac Sud-Américaine établie à Valparaiso et employant 160 ouvriers, importe pour la fabrication des cigarettes de grandes quantités de tabac américain en feuilles, qu'on cultive dans la Virginie et dans la Caroline du Nord. En plus, la compagnie importe du tabac de la Havane, de l'Egypte, de la Turquie et du nord du Brésil. On constate que la production journalière de cet établissement est à 900,000 cigarettes et à 10,000 livres de tabac manufacturé. On croit qu'avec des efforts de la part des exportateurs, la consommation du tabac américain au Chili s'augmenterait facilement.

EQUATEUR.

Les Factures Consulaires.

En vertu d'un décret exécutif, toute marchandise à destination de l'Equateur doit être accompagnée d'une facture consulaire visée, soit par le consul du pays, soit par une personne autorisée à agir dans ce caractère au port de l'envoi. Chaque colis pesant plus de cinquante kilogrammes doit avoir clairement indiqué sur l'extérieur, le poids brut. Tout poids en excès de 10 pour cent de celui déclaré dans la facture sera taxé d'une surcharge de 100 pour cent du droit imposé sur l'article, par la loi de douane actuellement en vigueur.

HAÏTI.

Ligne de Câble allant à l'Amérique du Sud.

La Compagnie des câbles et du télégraphe des Etats-Unis à Haïti a récemment ouvert son réseau relié avec celui de l'Amérique du Sud. Le câble part de Londres et aboutit à Cap Haïtien,

où il se relie au câble français des Antilles, qui se dirige sur le Venezuela, la Martinique, les Guyanes hollandaise et française et le Pará (Brésil). A Pará, le câble français s'amorce avec les lignes terrestres brésiliennes, puis argentines. Ce câble raccourcit la distance à parcourir par les câblegrammes entre l'Angleterre et l'Amérique du Sud et réduit le coût de 25 pour cent environ.

MEXIQUE.

Travail Japonais Employé sur les Plantations de Café.

M. WILLIAM LAING MALCOLMSON, qui s'est engagé dans la culture du café à Ceylon, où il a résidé pendant quelques années, et qui a été pendant quelque temps au Mexique, en vue d'y faire des investigations à propos de la culture du café dans cette République, a intéressé plusieurs riches planteurs de café dans l'achat de vastes plantations à l'isthme de Tehuantepec. M. MALCOLMSON a conclu les arrangements préliminaires, par l'intermédiaire du Ministre japonais pour l'introduction dans la République d'une colonie d'artisans japonais pour le travail sur les plantations caféières. Il considère que les terres au midi du Mexique sont les mieux adaptées à la production du café d'entre toutes celles qu'il a vues, et que le travail japonais est spécialement convenable à leur culture.

Rapport de Señor Don En- rique Sanchez.

Le Bureau doit à l'amabilité de Señor Don ENRIQUE SANCHEZ une copie du rapport qu'il a transmis au Gouverneur PROSPERO CAHUANTZI de l'Etat de Tlaxcala, Mexico, au sujet de sa mission comme délégué officiel de cet Etat au Congrès Mercantile qui s'est réuni au mois de juin dernier, à Philadelphie, Etats-Unis d'Amérique, sous les auspices du Musée de Philadelphie.

Le rapport, qui est détaillé et intéressant, expose la grandeur des projets du Musée pour augmenter le commerce des Etats-Unis avec le Mexique et les autres contrées de l'Amérique Latine. Señor SANCHEZ recommande que des échantillons des productions agricoles, minérales et industrielles de l'Etat de Tlaxcala soient exposés dans le Musée, afin qu'ils puissent être vus par les personnes intéressées dans le développement commercial du Mexique.

Les Exportations Mexi- caines en 1896-1897.

D'après une statistique récemment publiée par le Ministère des Finances, le Mexique a exporté, pendant l'exercice 1896-1897, \$66,183,097 de métaux précieux et \$45,163,397 d'articles divers, soit un total de \$111,346,494. Les exportations totales pendant l'année fiscale antérieure n'avaient été que de \$105,016,902, soit une augmentation de \$6,329,592.

Machines Américaines.

Par suite de l'essor qu'a pris le développement industriel au Mexique, la demande de machines américaines a beaucoup augmenté. Pendant l'année passée les commandes de machines pour l'exploitation minière, surtout de chaudières et de machines à vapeur, ont été très grandes. Une maison entreprenante et active d'Erie, Pensylvanie, en a fourni la plus grande partie. Ce besoin n'est pas borné à une seule classe de machines, mais toutes sortes sont nécessaires et les manufacturiers alertes des Etats-Unis trouveront au Mexique un vaste champ pour ce commerce. Le manufacturiers de l'Angleterre et du Continent font une concurrence active pour ce commerce.

NICARAGUA.

Récolte de Café.

Les rapports reçus du Département de Matagalpa, relatifs à la récolte du café pour l'année 1897-98, indiquent qu'elle dépassera de beaucoup les moyens de transport à dos de mulets et à charrettes de bœufs. En vue de ceci, le Congrès du Nicaragua a autorisé le Président ZELAYA à construire ou à signer un contrat pour la construction d'une voie ferrée partant de la ville de Matagalpa et se joignant au Chemin de Fer National. L'augmentation de la production des plantations de café et de sucre est telle, que les planteurs se trouvent dans la nécessité de se procurer des machines améliorées et plus grandes, et des procédés plus rapides pour la préparation des produits pour la vente. L'attention des personnes engagées dans la construction de chemins de fer et des fabricants de machines agricoles est attirée aux opportunités di-dessus indiquées.

Abolition du Droit d'Exportation sur l'Argent.

Le Gouvernement péruvien a promulgué un décret le 11 septembre dernier abolissant le droit de 3 pour cent *ad valorem* imposé sur les exportations d'argent monnayé, d'argent en barres, et de *chafalonía* (argent travaillé qui ne sert plus qu'à être fondu). Cette exemption ne s'applique pas à l'or national monnayé, ni à l'or en barres ou en poudre, qui continueront à payer un droit d'exportation de trois pour cent.

ETATS-UNIS.

Entrée des Peaux de Veau en Franchise de Droit.

Le Comité des Etats-Unis qui fixe les droits à percevoir sur les articles d'importation a décidé, le 3 décembre 1897, que les peaux de veau brutes qui servent à la fabrication de presque toutes les chaussures portées dans ce pays, seront désormais admises en franchise de droit. Selon cette décision, les peaux de veau brutes importées sous la loi de tarif DINGLEY, ne doivent pas être désignées comme cuirs de bétail non préparés, qui sont sujets à un droit de 15 pour cent *ad valorem*, mais elles doivent être classées comme peaux brutes, comprises dans la liste des articles admis en franchise. Le Comité trouve aussi que le terme "cuir" s'applique techniquement aux peaux des animaux de forte taille, tels que chevaux, bœufs, vaches et taureaux, tandis que le terme "peau" est employé pour désigner les peaux de moutons, de veaux et de chèvres. On a trouvé que dans le commerce le terme "cuir" comprenait les peaux pesant vingt-cinq livres ou plus, tous les cuirs au-dessous de ce poids étant désignés sous le nom de "peau." On considère qu'un poids de douze livres marque la distinction entre peaux séchées et cuirs séchés.

Le Cèdre Sud-Américain.

Un rapport du marché de New York du mois de décembre 1897 dit qu'un rival du cèdre espagnol est trouvé dans les cèdres de plusieurs endroits aux Indes Occidentales, au Mexique et dans l'Amérique du Centre et du Sud. Ce remplaçant donne de la satisfaction générale, n'est pas aussi élevé en prix et en toute probabilité affectera le marché d'une manière permanente par rapport au cèdre espagnol, dont le stock à présent est très petit.

Commerce Vélocipédique.

Une comparaison des statistiques du commerce vélocipédique des Etats-Unis avec l'Amérique Latine pour les exercices 1896 et 1897 présente une augmentation remarquable dans les valeurs

pour 1897. Ces exportations se répartissent ainsi: le Mexique en 1897 en a pris pour une valeur de \$73,117, soit une augmentation de \$48,839 sur l'année antérieure; l'Argentine pour \$42,091 en 1897 contre \$4,065 en 1896, tandis que le Brésil vient en troisième lieu avec \$29,355 pour 1897 et \$13,529 pour 1896. L'Amérique Centrale, Santo Domingo et la Colombie ont augmenté leurs importations pour les deux années de \$6,020, \$4,642 et de \$1,278 respectivement. Les autres Etats sud-américains importèrent des bicyclettes s'élevant en valeur à \$73,507 en 1897 contre \$13,401 en 1896, accusant l'augmentation remarquable de \$60,107.

URUGUAY.

Commerce entre les Etats-Unis et Montévidéo. D'après des informations relatives aux exportations du port de Montévidéo pour les neuf premiers mois de l'année courante, on constate que les Etats-Unis occupent la première place, comme pays importateur des cuirs de bœuf séchés provenant de l'Uruguay, ayant importé pendant les neuf mois 245,605 cuirs, ou plus de la moitié des 466,795 cuirs exportés.

Des cuirs de bœuf salés, les Etats-Unis ont pris presque un cinquième de l'exportation uruguayenne, venant en quatrième lieu parmi les nations engagées dans ce commerce. Le rapport montre que les Etats-Unis sont placés en troisième lieu par rapport aux importations de laine de l'Uruguay, ayant pris 11,738 ballots d'un total de 50,552 ballots, tandis que, par rapport au commerce de poil, ils ont pris plus du tiers des expéditions totales de Montévidéo, qui se sont élevées à 940 ballots.

Commerce de Bétail.

Le Ministre FRANCIS B. LOOMIS rapporte que le commerce de bétail du Venezuela deviendra apparemment une menace aux éleveurs de bétail aux Etats-Unis, et il cite, en appui de son rapport, l'augmentation remarquable du nombre de bétail élevé au Venezuela pendant les trois dernières années. En 1894 il y avait au pays 5,000,000 de têtes de bétail; ce nombre s'est augmenté à 10,000,000 pour cette année, et on s'attend à ce que ce nombre soit plus que doublé dans les quatre années à venir. Les tentatives de la République pour créer un débouché au Brésil pour son bétail ont eu tant de succès, qu'il est proposé d'étendre le commerce à Cuba et aux îles de la Mer des Caraïbes.

VENEZUELA.

Régions Aurifères de Guarico.

D'après le Courrier de Venezuela, les nouvelles reçues du district de Guarico, relatives à l'exploitation des mines d'or dans cette région, deviennent de jour en jour plus encourageantes. Il y a à présent huit compagnies étrangères d'exploitation; trente-quatre réclamations ont déjà été agréées et des desseins de plusieurs autres déclarations ont été faites aux autorités. On dit qu'une compagnie a commandé de l'Angleterre douze moulins mus par la pression hydraulique. La veine dans cette mine a dix pieds de largeur, et contient un quartz si riche que le métal précieux y est clairement visible.

La Compagnie de l'Orénoque.

La compagnie de l'Orénoque fait des préparatifs pour le développement immédiat des dépôts de fer découverts au moment de leur concession. Pendant les dernières semaines, une veine de minéral de fer a été définitivement déterminée qui varie de 100 à 200 pieds en largeur, avec une longueur de cinq milles, et se trouve à deux milles de distance de Santa Catalina. D'autres dépôts encore plus grands ont été découverts à une distance de cinq milles de la ville ci-dessus mentionnée; en effet, le rendement est prononcé inépuisable, et on dit que la qualité est supérieure aux minerais de fer espagnols et africains. D'autres entreprises, que rend possible cette riche région, seront bientôt développées par la grande compagnie qui a reçu par concession cette partie du Venezuela.

ASSOCIATION NATIONALE DES MANUFACTURIERS.

Lignes Directes de Vapeurs
Allant aux Ports Sud-
Américains.

Le Bureau est informé que plusieurs exportateurs et manufacturiers importants des villes principales des Etats-Unis prennent des mesures pour satisfaire la demande, d'une si longue durée, de communication directe par vapeurs avec les ports du nord et de l'est de l'Amérique du Sud. A la réunion de l'Association Nationale des Manufacturiers, qui aura lieu dans la Cité de New York, au mois de janvier, ce sujet sera discuté et des mesures préliminaires seront prises en vue de l'accomplissement du projet.

Entrepôt à Caracas.

L'entrepôt établi pour l'exposition des manufactures américaines est le premier essai expérimental de l'Association Nationale des Manufacturiers. La demande de terrain par les exposants a été si grande que les directeurs se sont trouvés dans la nécessité de limiter le temps dans lequel les marchandises peuvent être reçues, au 14 décembre 1897. Dans un rapport récemment reçu au Département d'Etat, le Consul PROSKAUER, écrivant de Puerto Cabello s'exprime dans ces termes favorables, de l'entreprise et de ses effets sur le commerce vénézuélien. "Son utilité sera d'abord limitée aux immenses et riches territoires contigus à Caracas, qui se servent des meilleures classes de marchandises, mais sa renommée et ses avantages détermineront les commerçants des régions du centre et de l'ouest de la République, à l'examiner. La vue actuelle des marchandises ou manufactures, leur comparaison sur place avec des articles similaires, l'échange d'idées entre les représentants américains et les commerçants du Venezuela relatives aux menus détails des achats, ne peuvent manquer de prouver d'un grand avantage à chacun d'eux et de leur désabuser de notions fausses. Le Gouvernement fait de son mieux pour encourager l'entreprise, tandis que le sentiment amical des habitants pour tout ce qui est américain leur poussera à exercer toute leur influence pour couronner de succès les efforts des entrepreneurs."

MUSÉE COMMERCIAL DE PHILADELPHIE.

Projet de Congrès Com-
mercial International.

Le Musée Commercial de Philadelphie qui a été établi en vue d'augmenter le commerce des Etats-Unis avec le Mexique et les différentes contrées de l'Amérique du Centre et du Sud et les

Indes Occidentales, développe rapidement ses plans pour un congrès international qui se composera des représentants du monde entier de commerce. Un récent numéro du "Manufacturier" dit, "que les chambres de commerce et les autres organisations commerciales de l'Asie, du Sud-Afrique et de l'Australasie sont invitées à nommer des membres au comité de Conseil." Comme on le sait, ce comité a déjà des représentants dans beaucoup de centres commerciaux aux Etats-Unis et possède aussi des amis zélés et intéressés dans d'autres parties du continent,—au Mexique, aux Etats-Unis de l'Amérique Centrale, au Brésil, à la République Argentine, au Chili, et aux différentes contrées de l'Amérique du Sud. Comme le commerce des Etats-Unis augmente constamment dans l'Afrique, la Chine, le Japon et l'Australie, il est très nécessaire que le Musée y ait aussi ses représentants. Jugeant des réponses favorables qui sont reçues, il y a tout lieu de croire que les plans ambitieux de l'administration réussiront.

Contrairement aux plans premièrement conçus, il est maintenant proposé d'obtenir, si possible, comme membres du comité de conseil, des représentants des organisations commerciales de l'Europe. Ceci ouvrira un champs de possibilités presque sans limites, qui ne peut manquer de produire des résultats inestimables, si le plan est développé entièrement. C'est vrai que les Etats-Unis sont des compétiteurs de l'Angleterre, de la France, de l'Allemagne, et de la Belgique, dans les marchés des nouveaux pays agricoles qui, à présent, produisent les matières premières du monde, plutôt que les marchandises fabriquées sur lesquelles sont dépensés plus de travail et d'habileté, mais ses projets et buts ne sont assurément d'une si grande hostilité qu'il ne peut résulter du bon des consultations et des débats. On doit se rappeler que l'Europe est encore le plus grand acheteur des marchandises américaines et qu'elle est de beaucoup le plus important des clients. On ne s'attend pas à un changement sensible dans cette condition d'affaires.

L'Europe a recours aux Etats-Unis pour beaucoup de classes de produits sans lesquels sa situation économique serait bien différente de ce qu'elle n'est aujourd'hui. Les Américains n'ont sûrement pas l'intention de limiter leur commerce avec l'Europe au coton, au blé et aux produits bruts et aux denrées. Déjà ils commencent à expédier à l'autre côté de l'Atlantique des marchandises manufacturées, et si les Etats-Unis sont permis de jouir de l'avenir que tous les Américains leur souhaitent, cette tendance s'augmenterait à des proportions encore plus considérables, longtemps avant de diminuer.

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TRADE RELATIONS IN AMERICA.—VIII.*

INTERNAL RESOURCES OF MEXICO.

In previous articles of this series, the foreign commerce of Mexico, Central America, the West Indies, and South America have been chiefly considered. We will now proceed to examine the internal resources of these great divisions, in the order named, and the degree of their development as the basis for future expansion of their foreign trade.

In Mexico, the progress made during the past decade in manufactures, as well as in agriculture and in the increase of transportation facilities, which is the great prerequisite to the effective utilization of the natural wealth of any country, has been at once rapid and substantial. It is attributable, mainly, to the stable, orderly, and at the same time progressive administration of the country's affairs which, throughout, has marked the successive terms of President DIAZ. There can be no doubt that Mexico owes a great debt of gratitude to the able statesman and wise Executive who, with the zealous cooperation of the best intelligence of the country, has secured to her a long period of peace and tranquil development. Fortunately for Mexico, he has been

*The first article of this series was printed in the MONTHLY BULLETIN for July, 1897.

aided by economic conditions created, in part, by legislation, which have tended to build up industries peculiar to the country and to stimulate enterprise and thrift.

It so happens that Mexico is rich in a variety of products which the world most desires and of which the production, as yet, is not so great as to "glut" the market. Mexico does not depend, in her export trade, upon those great staples, such as wheat, cotton, wool, sugar, and meats, which are produced so enormously in temperate zones that large profits, except in times of accidental scarcity, are no longer to be realized from them. A stream of wealth is flowing in upon her from her output of precious metals and other minerals in constant demand; from coffee, fibers, tobacco, vanilla and fruits which still bring relatively high prices in the markets of the world. During 1897, Mexico exported \$42,000,000 worth of minerals. In the first nine months of 1897, she sold abroad \$4,574,252 worth of coffee against \$3,333,385 during the same period of 1896. Her exports of henequen fiber to the United States alone during the nine months increased by considerably over half a million dollars, and the total exports amount to about \$8,000,000 annually. The exportation of oranges developed largely in consequence of the discovery that Mexican oranges could be used to supply a shortage in the crop of the United States. Even in years of plenty in the latter country, the production of Mexico does not seriously interfere with the crops of California and Florida, owing to the difference in the time of the ripening and marketing of the fruit. Vanilla brings into Mexico a million dollars or more per annum. The exportation of tobacco approximates \$2,000,000, and the quality is so nearly equal to the best Cuban leaf that the development of this branch of agricultural industry seems to be fully assured. Live stock, hides, and skins are exported annually to the amount of about \$3,000,000. The forest wealth of Mexico in timber, dyewoods, medicinal and other useful plants is very great. The export of cabinet and dye woods amounts to between \$2,000,000 and \$3,000,000 annually, and the abundance of the product is such that the industry is capable of indefinite development.

For a distance of about 1,200 miles, extending from the State of Sonora to the State of Oaxaca, northwest to southeast, a metal-

liferous belt of extraordinary richness offers a vast field for profitable mining. Gold, silver, mercury, iron, coal, the soft lead ores, asphalt, asbestos, petroleum, salt, copper, precious stones, onyx, and marbles of great variety and beauty are found in greater or less abundance throughout this region. In a report printed in August, 1897, the British Consul-General at Mexico says many new gold-mining properties are being opened up in the States of Sonora, Oaxaca, and Mexico, and a large increase of the output may be looked for. The State of Chihuahua is believed to be one of the greatest mineral regions in the world. Railroads now being built will soon provide the needed facilities of transportation, and a vast development of the mining industry will doubtless follow. United States capital has already invested largely in Mexican mines, and a demand for United States machinery and labor-saving appliances has been created, which will increase with the number of workings and the general enlargement of mining operations.

A similar opening for United States machinery and tools will be effected by the extension of agricultural operations and the improvement of farming methods which the profitable sale abroad of so many of Mexico's products must inevitably bring about. Most of the great central plateau of Mexico is fertile land, of such productiveness that, with the most primitive methods of cultivation, it continues, after centuries of use, to yield abundant crops. When the people are informed of the economies of time and labor to be effected by the agricultural machines and implements for which the United States is so justly famed, and are taught their various uses, the productiveness of this great region will be increased enormously, and a vast market created for one of the most important lines of United States manufactures.

In the meantime, Mexico herself is rapidly building up home industries, and in course of time, will no doubt be able to utilize a great part of her raw material in certain lines of manufacture. "Manufacturing in Mexico," says United States Minister RANSOM in a report dated September 26, 1896, which was printed in Special Consular Reports, "Money and Prices in Foreign Countries," "has been developed to a considerable extent, especially in the manufacture of the coarser grades of cotton and woolen

goods, ordinary bleachings, goods for shawls, prints, and calicoes and woolen cloth; also in the manufacture of the products of sugar cane, alcohol, paper, cigars and cigarettes. Many well-informed persons believe that the depreciation in the price of silver has been the main cause of the development of these industries. To some extent, this is doubtless true; the large discount on silver has had its influence in depressing foreign importation and stimulating domestic production. But other powerful causes have had their effect in this direction—an able, wise, and just administration of the Government during the presidency of General DIAZ, the confidence of the Mexican people and foreigners in the stability of the Government, the building of railroads (all but the one from Vera Cruz to the City of Mexico having been completed since 1883), the improvement of coast harbors, the enlargement of commerce, the liberal action of the Government toward new industries; in fact, the general influences of law, peace, and commerce have all contributed to this result.

“It is not extravagant to state that, in the last ten years, citizens of the United States have invested in Mexico in mines, railroads, lands, and other undertakings sums much larger in the aggregate than the whole amount of money in circulation in the Republic. Also, in this consideration, we must not overlook the fact—a very significant one—that the tariff duties upon the manufactured articles of cotton, wool, paper, tobacco, and alcoholic products are very high, the duties upon the goods manufactured from cotton having been imposed as early as in 1830, and continually increasing until 1887. Since then, they have remained nearly stationary. Upon many classes of cotton and woolen goods, these duties have been prohibitory, and it is safe to state that upon the coarser grades of them, the duties in the last ten to fifteen years have averaged from 40 to 75 to 85 per cent. In this connection, I append a statement, made by an eminent writer in a work entitled ‘*Les Finances des Etats-Unis Mexicains*’ d’après Documents Officiels,’ by PROSPER GLONER, published in 1895. He says: ‘The cotton industry in Mexico owes its development especially to the customs duties, which, by the imposition of high duties, prohibit the importation of ordinary cottonades. Five per cent of these were first imposed in 1830, and there was a continual increase in them until 1887.’”

United States Consul-General CRITTENDEN, in a report from the

City of Mexico, September 7, 1896, which was printed in *Commercial Relations of the United States*, 1895-96, Volume I, says: "Since the exchanges have been so variable and unfavorable between Mexico and foreign governments, and high protective tariffs on almost all articles entering into consumption in Mexico have been imposed, many of the articles heretofore imported, such as blankets, carpets, cloths of all kinds for men's wear, prints, underwear of all kinds, hats, shoes, and other articles are necessarily manufactured in the Republic of Mexico. These people have been bright and active enough to take advantage of these adverse currents, and have built up with astonishing rapidity for Mexico a series of larger or smaller manufactories of almost all classes of goods, utilizing modern machinery that will compare favorably with much of the machinery used by other peoples. Some of the goods so manufactured in Mexico are excellent in warp, woof, and finish, and much more of it is seen in daily use than heretofore. One great advantage is had by the manufacture in Mexico—the cheapness of labor and the free use of excellent water power, which is found in many parts of Mexico, and this power is often located quite near the railroads penetrating into various parts of the Republic. The unskilled labor is placed under the management of foreign experts, who quite easily teach and train that labor in the intricacies of the work. I am informed that these mills are paying from 20 to 40 per cent annual dividends. * * *

"With the stimulating causes heretofore mentioned, it will not be long before Mexico will have its manufacturing industries in all accessible and eligible States, with improved and improving products and selling at such rates as will largely exclude the commoner articles from its markets. And even to-day, shoes are being shipped from some of the northern States of Mexico to our country. I have seen some handsomely finished goods here for men's suitings, costing, when made at the best shops, from \$20 to \$30 per suit, Mexican currency. An abundance of wool is had in Mexico. Cotton is also grown in some parts of the Republic, but not enough to supply the demand. The balance, averaging from 75,000 to 100,000 bales per annum, is imported from Texas, costing, laid down at the mills, from 21 to 22 cents per pound, Mexican currency."

The British Consul-General at the City of Mexico, Mr. CARDEN, concurs with the United States representatives there as to the rapid development of industrial enterprise throughout the country. The great activity in the cotton-manufacturing industry, he says in his report of August, 1897, "may be gauged by the fact that, although there was an unusually good cotton crop in Mexico in 1896, the imports of the raw material exceeded those of the previous year by upward of 30,000 hundredweights, or over 10 per cent, and this in spite of the price of cotton having risen considerably." The falling off in imports of woolen goods, nearly 12 per cent, he attributes "to the great improvement in the quality of the local manufactures." The increase in imports of iron and steel, nearly 70 per cent, is explained by the "unusual activity in the construction and improvement of works of permanent utility to the country."

The industrial growth of Mexico has been accompanied by a remarkable development of her transportation facilities. On the 1st of July, 1897, the Republic had in operation 7,365 miles of railroad, and it is reasonable to expect, from the progress of recent years and the vast resources awaiting an outlet to the markets of the world, that railroad building will be greatly expanded in the near future. "To-day," said Consul-General CRITTENDEN in his report of September 7, 1896, "one is able to traverse by rail nearly all parts of the Republic, and reach Mexico from the United States by any one of three all-rail routes, or via New York by magnificent steamers to Tampico or Vera Cruz, and thence by rail to the City of Mexico. These roads, however, have been constructed almost entirely on the Atlantic side; therefore, the Pacific Ocean is mostly inaccessible, or reached by a most round-about way. This feature, however, is being rapidly changed, and to-day, there are three roads in course of construction and rapidly heading for ports on the Pacific Ocean. Very soon, it may be truly said that Mexico is entirely traversed by the steam horse. These new roads are also being materially aided and assisted by the Government."

Since the date of Mr. CRITTENDEN's report, the railroad across the Isthmus of Tehuantepec, connecting the Atlantic and Pacific, has been completed, and promises to become a factor of international trade, besides supplying the means of easy communication

between the east and west coasts of the Republic and connecting with the great railway systems of the central plateau.

The ocean commerce of Mexico on the Atlantic side is largely in the hands of the New York and Cuba Mail Steamship Company, also known as the "Ward Line," which has a fleet of fine steamers plying between New York and the principal ports of the Gulf coast of Mexico, including Progreso, Vera Cruz, Tampico, Campeche, etc., via Havana. On the Pacific side, the Pacific Mail Company's steamers from San Francisco touch at various ports, among them Salina Cruz, Acapulco, Manzanillo, and Mazatlan.

The improvement of the principal harbors of Mexico has, for some years, been an object of special solicitude and effort on the part of the Mexican Government, and at the two important Gulf ports of Tampico and Vera Cruz, works of great magnitude have been constructed for the purpose of securing safe anchorage for vessels. At Salina Cruz and Coatzacoalcos, the Pacific and Gulf ports respectively of the Isthmus of Tehuantepec, similar works are in progress, and with the development of Mexican industries and commerce, the important points along the whole seaboard of both the east and west coasts will doubtless be provided gradually with all the modern facilities for conducting sea traffic.

In addition to railroads, Mexico has facilities of river and lake transportation which are capable of considerable development, though the topographical and climatic conditions of the country are such that uninterrupted navigation of the rivers throughout the year is impracticable for long distances. Upon this point, United States Consul-General CRITTENDEN, in a report which was printed in Special Consular Reports, "Highways of Commerce," in 1895, says: "The configuration of the country and the character of the seasons make great navigable rivers impossible. It is only on the level of the coast that some few rivers admit of traffic by small craft, and that not exceeding 125 miles from the Gulf and 62 miles from the Pacific Coast. The numerous peaks, whose altitudes are between 10,000 and 17,000 feet above the level of the sea, are sparingly snow-clad, and the quantity of snow falling on them is insufficient for causing large volumes of water or large streams. On the central table-lands, there are a few lakes the waters of which are utilized to a limited extent by the Indians for

traffic in their small, crude canoes. Canals are impracticable, on account of the topography, excepting on the Gulf Coast and the plains of the central States and of the northern frontier; but the greatest obstacle to interior navigation is the fact that in certain periods of the year, principally in the dry season, either by natural evaporation or by the careless use of the waters for irrigation, the springs decrease to such an extent as to render the streams insufficient to float the smallest boats. Sooner or later, this waste of water will be remedied, as the authorities are vigilant in protecting and guarding every element that contributes to the advancement of Mexico. This lack of means for navigation might, to a certain extent, be remedied by canalization and drawing off the waters existing in natural basins in various parts of the Republic and diverting them at intervals in certain seasons of the year to the rivers or canals which are navigable to maintain constantly the required depth."

The Government of Mexico has already testified its appreciation of the value of such undertakings by contracting for several important canal enterprises, including the Chijol Canal, 250 miles long, between Tampico and Tuxpan, and the canalization of the Tempol River, which empties into the Panuco near Tampico. There are many other rivers and streams which can be utilized by means of improvements of greater or less magnitude, and when Mexico shall have been provided with an efficient system of waterways, the conditions of internal commerce will be vastly improved. "The exertions of President DIAZ and his liberality toward railroad enterprises and steamship lines," says Consul-General CRITTENDEN, "have been the chief factors in establishing means of communication throughout the Republic, accomplishing what none of his predecessors could do—that is, making this one of the most prosperous of the Spanish-American countries." It may be assumed that the same general policy will be followed in the improvement of rivers and roads, with correspondingly beneficial results.

The internal development of Mexico and the building up of her industries and domestic trade have a peculiar importance and interest for the people of the United States, not only as contributing to the general enlargement of commerce, but as helping to create the best conditions for the employment of United States capital, enterprise, and skilled labor, and the sale of United States

machinery, implements, hardware, and a great variety of other manufactures in which they excel. United States capital is already largely enlisted in Mexican railroads and mining operations, and it may be expected that agricultural and manufacturing enterprises will also attract the unemployed wealth and the skill of the great northern Republic. Fortunately, the articles offered for exchange by each country are, with but few exceptions, such as do not compete with the home industries of the other, and as the internal resources of Mexico are developed, the bonds of commercial intercourse must constantly be multiplied and strengthened, to the mutual benefit of the two Republics.

Joseph P. Smith

ARGENTINE REPUBLIC.

REPORT OF IMMIGRATION.

The following data relative to immigration to the Argentine Republic is summarized from a recent official report :

The exact area of the Republic is not known, but it is estimated at about 1,172,000 square miles. The total population, according to the census of 1895, is approximately 4,000,000 inhabitants, which would represent 1.33 to the kilometer (3.41 square miles). On the basis of the population existing in France, viz, 73 people to the square kilometer, the country is capable of supporting more than 200,000,000 inhabitants. Notwithstanding the rapid and great climatic changes, the country is eminently a healthy one and is well adapted to people from the temperate zones. The mortality is confined largely to infants, due to the lack of knowledge on the part of the parents of the principles of hygiene.

The inviting climate, the fertility of the soil, the facility for railroad construction, on account of the topography of the country, the numerous inland rivers and extended seaboard, should attract large and desirable immigration. There is room in the legitimate spheres of labor for an increased population of 90,000 to 100,000 per annum. The great desideratum is the immigrant with some knowledge and some capital, whose purpose on arriv-

ing in the country is to purchase a tract of land, build a comfortable home, till the soil, and advance his fortunes; for this class there is room for unlimited numbers. Throughout the republic lands may be bought at a very low figure, requiring but little preparation for farming, cattle raising, etc.

It has been characteristic of the immigrant who has hitherto arrived to stop in the larger cities, instead of casting his fortune where it would be most advanced by taking up land and developing it. The most numerous and best type of immigration thus far reaching the shores of the Argentine Republic are the Italians. They are the only people who have spread through the whole country and have profited by their opportunities.

The following tables show the immigration for the last four and one-half years, and the nationality and professions of the immigrants in the years 1894-1896:

Year.	Number of arrivals.
1893	52,067
1894	54,720
1895	61,266
1896	102,673
1897 (first half).....	135,734

Nationality.	Number.			
	First half of 1897.	1896.	1895.	1894.
North Americans	37	79	46	79
Arabs	5	12	11	.....
Argentines	143	290	316	269
Armenians .....	.....	53	.....	.....
Austrians	1,003	963	549	440
Belgians	96	318	211	248
Bolivians .....	.....	.....	1	.....
Brazilians	553	58	91	128
British	264	429	329	385
Chileans	17	3	2	.....
Danes	47	126	115	99
Dutch	4	61	36	18
Egyptians .....	.....	8	.....	.....
French	1,652	3,486	2,448	2,107
Germans	436	1,039	1,067	971
Greeks	13	3	12	7
Italians	23,303	75,204	41,203	37,699
Moors	25	212	27	117
Paraguayans	2	3	5	.....
Peruvians	1	.....	1	.....
Portuguese	76	212	178	200
Roumanians	18	20	6	2
Russians	301	575	2,336	3,132
Spaniards	7,198	18,051	11,288	8,122

Nationality.	Number.			
	First half of 1897.	1896.	1895.	1894.
Swedes	22	52	62	42
Swiss	162	679	465	516
Turks	251	724	369	122
Uruguayans.....	105	13	52	17
Total	35, 734	102, 673	61, 226	54, 720
Yearly increase.....		41, 447	6, 506	2, 653

Professions.	1896.	1895.	1894.
Agriculturists.....	58, 388	32, 941	30, 915
Apothecaries	11	16	9
Architects	3	6	3
Bakers	74	66	58
Barbers	92	54	41
Blacksmiths	527	322	231
Bookbinders.....	26	19	32
Bricklayers	2, 243	917	802
Brickmakers.....	158	46	58
Cabinetmakers.....	59	43	14
Calkers	23	19	12
Carpenters	886	634	533
Clerks	1, 572	839	722
Coachmen.....	49	46	54
Cooks.....	461	308	222
Coopers	87	74	32
Counter men.....	581	204	113
Daily laborers.....	15, 983	8, 988	6, 982
Designers	22	11	8
Doctors	21	9	11
Dyers.....	27	19	16
Engineers	9	5	3
Engine drivers.....	87	75	28
Engravers	16	8	10
Fishermen.....	59	34	19
Furniture makers	34	17	41
Gardeners	246	102	91
Gilders.....	44	36	19
Glove makers	38	17	21
Hatters	64	31	40
Joiners.....	28	19	34
Lithographers.....	16	4	17
Mechanics.....	80	64	97
Millers.....	85	52	38
Miners	418	309	218
Musicians	226	81	74
Painters.....	42	29	18
Pharmaceutists	19	10	15
Photographers	32	16	17
Printers	18	11	9
Saddlers	53	47	33
Sawyers	67	32	28
Seamen	165	96	158
Seamstresses.....	2, 983	1, 498	1, 391
School-teachers			12
Shoemakers	687	276	198
Shopkeepers.....	2, 128	1, 123	895
Singers.....	86	96	73
Stokers.....	307	211	147

Professions.	1896.	1895.	1894.
Stone cutters.....	496	141	187
Stone masons.....	19	15	.....
Surveyors.....	9	5	2
Tailors.....	582	218	192
Tanners.....	161	147	139
Tinkers.....	.....	17	15
Tinsmiths.....	62	87	79
Turners.....	42	38	22
Typesetters.....	.....	.....	17
Vine cultivators.....	150	124	47
Watchmakers.....	.....	.....	14
Weavers.....	105	87	71
Of no profession.....	11, 717	10, 467	9, 314
Total.....	102, 673	61, 226	54, 720

BOLIVIA.

EXTENSION OF TRADE WITH THE UNITED STATES.

In a communication addressed to the DIRECTOR OF THE BUREAU on the subject of the general extension of trade between Bolivia and the United States, and the efforts being made by the BUREAU to that end, Señor Don Luis Paz, Minister of the former country to the United States, says:

* * * * *

“Many efforts have been made to create a trade in Bolivia for the manufactures of North America, and the stumbling blocks encountered have been lack of direct communication and banking relations. The greater part of the cotton goods consumed in Bolivia come originally from North America, though purchased in Europe, owing to the advantages offered by direct transportation to Buenos Ayres or the Pacific ports and to the facilities for placing funds. It would be wise to call the attention of the Government and of the American industrial ranks to these essential points in commercial relations.

I have endeavored to interest my Government and my country to the end that they may open up industrial and commercial currents with North America, which can advantageously compete with Europe in many articles. With this end in view, I have made extended reports respecting the means of making known our sources of production and wealth through the Bureau of American Republics, and the Philadelphia Commercial Museums.”

* * * * *

BRAZIL.

IMMIGRATION IN 1896.

The last report of the consul-general of the Netherlands in Rio de Janeiro states, that, during 1896, 99,379 immigrants arrived at the port of Rio de Janeiro and 58,579 at the port of Santos, making a total of 157,948 immigrants for the year. The nationalities were as below:

Italians.....	96,324
Spaniards.....	24,153
Portuguese.....	22,299
Austrians.....	8,365
Germans.....	1,070
Russians.....	562
North Americans.....	471
French.....	328
Swiss.....	153
English.....	63
Danish.....	55
Belgians.....	22
Dutch.....	7
Other nationalities.....	1,046

This report refers only to the ports of Rio de Janeiro and Santos, and does not include the arrivals at the other ports of Brazil, especially those on the Amazon where recently a regular immigration service has been established.

RAILROADS IN SOUTHERN BRAZIL.

The following item relative to the extension of the railway system in the southern part of Brazil appeared in *Le Brésil*, of Paris, of the 26th of December, 1897:

"On the 15th of November the station of Carasinho on the railroad from Santa Maria to Uruguay, belonging to the Brazilian Southwestern Railroad Company, was inaugurated, and forms a part of the concession of Itararé to Santa Maria da Bocca do Monte and its branches, and is divided between two companies—one Brazilian, from São Paulo to Rio Grande, which constructs the railroads of the State of Paraná, and the other Belgian, known as the Brazilian Southwestern Railroad Company, which constructs the Rio Grande do Sul railroads. Of the lines of the

latter company, 299 kilometers are already in operation, of which 160 kilometers extend from Santa Maria to Cruz Alta, and 139 from Cruz Alta to the new station of Carasinho. Before the end of the year (1897) the station of Passo Fundo will be inaugurated within $54\frac{1}{2}$ kilometers of the Carasinho station; this will increase the length of the lines in operation to $353\frac{1}{2}$ kilometers. On the other side, the lines of the São Paulo and the Rio Grande Company are very far advanced. The roadbed is almost finished on an extension of 96 kilometers to the north of Ponta Grossa, and very well advanced for a distance of 150 kilometers to the south of that point. The work of laying the rails is progressing rapidly.

The concession of Itararé is one which has given the best practical results. The work was begun in 1890, and up to the present time nearly 560 kilometers have been constructed, being about 80 kilometers a year."

NEW CAPITAL OF MINAS GERAES.

Bello Horizonte was inaugurated as the capital of the State of Minas Geraes on the 12th of December last, with the formalities due the occasion. The ceremony was attended by all the officials and leading citizens of the State. The governor formally signed the decree removing the capital from Ouro Preto.

The following brief description of the new capital is taken from the *Jornal do Commercio* of Rio: "The city of Bello Horizonte is situated in a large and beautiful plain, bounded by four low hills, and partly inclosed by the chain of Curral d'El-Rei mountains and divided by a small stream called Arrudas, and its tributaries. The city contains thirty-eight public buildings, the most conspicuous being the Capitol, yet unfinished, the four departments of the Interior, Treasury, Agriculture, and Police; the Government Printing Office, the Hall of the Circuit Court, the Gymnasium, and the electric power house; the Church of the Rosary, residences of the several Secretaries and Chiefs of Bureaus, the railway station and a large number of houses of modern design. The total population at present is about 12,000.

One of the most prominent features of the city is a central park

which contains 178 acres. The streets, which are straight and have a width of 65 feet, are intersected by avenues 114 feet wide. The principal avenue is that of Affonso Penna, 162 feet wide and 347 yards long. The city has abundant water supply and is lighted by electricity, which was inaugurated on the 11th of December.

The expense to the State involved in the removal of the capital from its old location to the present one, and the cost of the new buildings in connection with the construction of the branch railroad, called Bello Horizonte, have up to the present time amounted to \$11,000,000."

BRITISH HONDURAS.

TRADE OPPORTUNITIES.

In a report to the Department of State, which is published in full in the United States Consular Reports for February, Consul ALBERT E. MORLAN states that the municipality of Belize, British Honduras, is considering the question of supplying that city with a complete outfit for extinguishing fires. In substance the report says that the requisition may include at least two steam fire engines, with necessary hose, trucks, ladders, etc., also a water tower, with mains and hydrants through the principal streets. Parties desiring to look into the matter may communicate with the United States Consul, who will present their bids, etc., to the proper authorities.

In speaking of the trade of the United States with British Honduras, Consul MORLAN says that the United States leads or has a monopoly in most lines, but that owing to the active efforts made by the Anglo-Swiss and Nestle's milk companies, the United States milk, though considered superior, has been almost crowded out of the market. He suggests that business men desiring to extend their operations in that country should combine in establishing a live agency at Belize. There is room for developing a business in milk, aerated waters, clothing, cotton goods, drugs, earthenware and glassware, hardware and cutlery, hats, paints, provisions, bis-

cuits in tins, rope and twine, saddlery and harness, shot and ammunition, silks, woolen goods, beer and porter, candles, gunpowder, oils (other than mineral), soap, spirits and wines, bricks, rice, and salt.

CHILE.

COMMERCIAL STATISTICS FOR 1896.

The *Estadística Comercial*, giving in official form the foreign and coastwise trade of Chile in the year 1896, has just been received by the Bureau. From this valuable and comprehensive report the following summary is made. In the computations the dollar is reckoned at 38 pence (76 cents gold). The imports subject to duty are based on the valuation established by the customs tariff, while those free of duty are rated at their invoice values. The value of the exports is calculated on the current market prices.

The statistics are divided into two general heads, "Comercio Général" and "Comercio Especial." Under the former head is included all goods brought into the country, whether for domestic consumption or for reshipment, and all articles exported, including those in transit. Under the second head is classed all importations intended for home consumption and all exportations of home manufacture, and such manufactures of foreign origin as are taken out of bond for reshipment.

The first table given below, that of the "Comercio Général," shows the total value of the imports and exports of the republic for 1896 compared with 1895 and the increase and decrease corresponding thereto. It will be seen from this table that there is a net decrease in the foreign trade amounting to \$13,278,000.

The second table gives the figures of the "Comercio Especial," and shows a gain of \$6,315,785 for 1896, the greatest increase recorded in the statistical annals of the republic.

	1895.	1896.	1896.	
			Increase.	Decrease.
Comercio General:				
Imports.....	\$83, 856, 789	\$68, 464, 717	.....	\$15, 392, 172
Exports.....	76, 244, 441	78, 358, 612	\$2, 114, 171	.....
Total	160, 101, 230	146, 823, 229	2, 114, 171	15, 392, 172
Comercio Especial:				
Imports.....	69, 206, 552	74, 082, 805	4, 876, 253	.....
Exports.....	72, 919, 882	74, 359, 414	1, 439, 532	.....
Total	142, 126, 434	148, 442, 219	6, 315, 785	.....

The "Comercio de Transitu," or reexportation trade, shows a gain of \$514,639 for 1896; the coastwise trade, on the other hand, shows a gross falling off of \$36,219,204 as compared with 1895.

In the table below is shown the value of importations by countries, by which it will be seen that the imports from the United States increased \$2,227,551:

Countries.	1895.	1896.	1896.	
			Increase.	Decrease.
Great Britain.....	\$32, 086, 959	\$30, 249, 002	.....	\$1, 837, 957
Germany.....	17, 299, 039	20, 080, 943	\$2, 781, 904	.....
United States.....	4, 579, 614	6, 807, 165	2, 227, 551	.....
Peru.....	4, 456, 388	4, 397, 230	.....	59, 158
Argentina.....	5, 141, 351	4, 105, 244	.....	1, 036, 107
France.....	1, 644, 059	2, 834, 216	1, 190, 157	.....
Australia.....	680, 479	1, 522, 293	841, 814	.....
Uruguay.....	498, 443	711, 641	213, 198	.....
Italy.....	539, 790	692, 534	152, 744	.....
India.....	593, 575	557, 530	.....	36, 045
Spain.....	361, 438	469, 753	108, 316	.....
Belgium.....	208, 283	330, 925	122, 542	.....
China.....	157, 538	284, 668	127, 130	.....
Ecuador.....	172, 685	197, 388	24, 703	.....
Brazil.....	301, 006	186, 622	.....	114, 384
Paraguay.....	230, 141	182, 450	.....	47, 691
Polynesia.....	3, 108	168, 024	164, 916	.....
Colombia.....	99, 307	130, 092	30, 785	.....
Costa Rica.....	80, 064	97, 213	17, 149	.....
Sweden.....	.....	20, 360	20, 360	.....
Guatemala.....	3, 854	10, 391	6, 537	.....
Holland.....	48	570	522	.....
Bolivia.....	18	250	232	.....
Portugal.....	250	130	.....	120
Switzerland.....	4, 610	.....	.....	4, 610
Whale Fishery.....	64, 405	46, 171	.....	18, 234
Total	69, 206, 552	74, 082, 805	8, 030, 559	3, 154, 306

Increase in 1896, \$4,816,253.

Bull. No. 8—2

The per cent of imports from the leading countries figures as follows:

Great Britain.....	40. 83
Germany	27. 10
United States.....	9. 18
Peru	5. 93
Argentina	5. 54
France	3. 82
Australia	2. 05

As shown above the total value of exports, exclusive of the in transitu trade, amounted to \$74,359,414, divided under the following general heads:

Mining products	\$61, 322, 833
Agricultural products.....	11, 124, 379
Manufactured articles.....	54, 922
Miscellaneous	105, 409
Specie	768, 012
Total	73, 385, 645
Foreign duty-paid articles.....	412, 827
Foreign specie.....	560, 942
Total	74, 359, 424

As compared with the preceding year there is a gain of \$1,439,532. An analysis of the items shows an increase of mining products to the amount of \$1,146,342, in agricultural products \$1,769,226, and in manufactured articles \$1,964. The following items show a falling off in 1896 as compared with 1895: Miscellaneous, \$105,188; specie, \$703,478; foreign articles paying duty, \$147,790; and foreign specie, \$521,544. Nitrate exhibits a decrease of \$1,596,843, coal \$126,667, and gold \$98,758.

The volume of Commercial Statistics under review contains, in addition to the general trade of 1896, a synopsis of the trade of the republic for the first half of the year 1897 as compared with the corresponding period of 1896. The total value of the trade of the first half of 1897 amounted to \$59,003,284, compared with \$77,099,201 in the first six months of 1896. The imports of 1897 figure for \$32,032,677, a decrease of \$5,997,883 as compared with 1896. The value of exports in 1897 was \$26,970,607, a falling off of \$12,098,034 as compared with the corresponding period of 1896.

COSTA RICA.

FINANCIAL AND COMMERCIAL DEVELOPMENT.

The Bureau has received from Señor MANUEL ARAGÓN, Director General of Statistics, several official documents containing interesting data relative to the commercial interests of Costa Rica. From these the following facts are obtained:

The population has been steadily increasing during the last fourteen years. The general census of 1882-83 gave the number of inhabitants as 182,528; that of 1895-96 as 285,003. The estimate of the population, made March 31, 1897, gives the population as 294,941. These figures show an increase in the last fourteen years of 112,413. During the fiscal year 1895-96 the circulation of national paper money was reduced to \$2,764, and that of the war certificates to \$98,669. This has been further reduced, so that on March 31, 1897, there was no national paper money in circulation, and the war certificates had decreased to \$79,155.75. The internal debt on the same date amounted to \$1,117,000.

The circulating medium of the country at the end of the fiscal year 1895-96 amounted to \$20.08 per capita of the population. The monetary unit is now the "colon," a gold coin of 778 milligrammes, having a fineness of 900 millesimals, and is equivalent in United States gold to 46½ cents. Since the decree of October 24, 1896, which established the gold standard, silver coin has been used merely as subsidiary currency.

The production and exportation of coffee is the principal business of the republic. The reports from the Department of National Statistics show that in the first six months of 1897, the total exportation of this commodity amounted to \$4,666,160, gold. For the same period, bananas were exported to the amount of \$225,267.50; woods, \$262,862.64, and other articles to the value of \$47,676.19. Of these total exports Great Britain took \$2,770.196, the United States \$1,359,470, Germany \$924,300, and other countries \$148,000. The total imports for this period amounted to \$2,252,970.

The importations as to countries were divided as below:

Countries.	Value in gold.	Per cent.
United States	\$871, 646. 91	38. 69
Germany	357, 652. 02	15. 87
England	518, 833. 37	23. 02
France	167, 303. 77	7. 43
Italy	83, 070. 50	3. 68
Spain	55, 154. 48	2. 45
Belgium	4, 893. 50	. 22
South America	94, 571. 90	4. 20
St. Thomas	445. 00	. 02
Cuba	20, 543. 78	. 91
Nicaragua	10, 739. 90	. 48
Guatemala	288. 06	. 01
Salvador	21, 334. 50	. 95
Parcels post	44, 999. 30	2. 00
Personal luggage	1, 493. 40	. 07
Total	2, 252, 970. 39	100. 00

The distribution of the coffee exported was as follows:

	Sacks.
To London	133, 676
To Hamburg	24, 833
To New York	33, 887
To California	19, 946
To Bremen	12, 373
To Bordeaux	5, 827
To other countries	1, 362

GUATEMALA.

FINANCIAL MEASURES.

The Department of State has received from the Legation in Guatemala, copies of two decrees relating to the financial conditions existing in that republic. The first decree is, in effect, as follows: Dating from January 1 of the current year, all debts recognized by the Government shall be unified, and as security for the creditors internal-debt bonds shall be issued exchangeable for the present floating-debt bonds, three-million bonds, the Exposition bonds, the loan by the banks in May, the loan of September, and the documents guaranteed by the Central American Exposition.

The internal-debt bonds shall be issued in denominations of \$100, \$500, and \$1,000, and shall bear interest at 12 per cent per annum. These bonds shall be canceled by trimonthly drawings,

commencing March, 1899, in amounts regulated by the budget; the interest will be paid by the Bank of Guatemala at the end of each month from January, 1898. The floating-debt bonds shall be exchanged for the internal-debt bonds with a discount of half of the interest accumulated to date. Fractions less than \$100 shall bear no interest and the Director-General of Accounts shall issue certificates of the same. The bonds of the internal debt intended for the redemption of the war loan of September shall be held by the Director-General of Accounts and on the presentation of the canceled documents by the holders thereof, shall be delivered to them.

For the payment of this debt 15 per cent of the tax on each bottle of spirits sold in the national depositories from January 1 to September 30, 1898, and after that date 25 per cent of the tax and 5 per cent of the import on foreign merchandise shall be set apart. The Bank of Guatemala is intrusted with the management of the internal debt.

The second decree provides for the gradual redemption in silver of all outstanding notes issued by the several banks of the republic, and states in substance that considering that the permission granted the banks to suspend payment in coin ceases on January 1, 1898, the President has decided as follows:

In the months of January and February, 1898, notes of the denominations of \$1 and \$5 shall be exchanged; in March, those of \$1, \$5, \$10, and \$50; in April, those of \$1, \$5, \$10, \$20, \$25, and \$100; on May 1, the general exchange of silver will be reestablished.

Deposits received by the banks after January 1 shall be paid in the class of money in which the deposits are made, whether notes or coin. The decree of May 21 is amended, it being understood that notes not included in the foregoing gradual change shall continue to be legal tender up to April 30, 1898.

MEXICO.

THE MINING LAW.

The following is a translation of the mining law now in force in the Republic of Mexico :

TITLE I.—*On mines and mining property.*

ARTICLE 1. Mining property shall be governed in the United Mexican States by the following provisions, for the execution of which the President, in use of the powers vested in him by the constitution, shall make such rules and regulations as may be deemed necessary.

ART. 2. The present law relates both to mineral substances which can not be worked, or taken advantage of, without a previous concession, and to those others of the same nature which can not be extracted without doing some work capable of endangering either the lives of the laborers, or the safety and stability of the mines themselves, or of the soil.

ART 3. The mineral substances which can not be worked, or taken advantage of, without a special concession in each individual case having been previously made—no matter how they are found, or what is the nature, form, and situation of their respective *criaderos* or deposits—are the following:

A. Gold; platinum; silver; quicksilver; iron, except the varieties called *de pantano* and *de acarreo* and the ochres used as paints; lead; copper; tin, except the variety known as *de acarreo*; zinc; antimony; nickel; cobalt; manganese; bismuth, and arsenic, either native or in ores.

B. Precious stones, rock salt, sulphur.

ART. 4. The owner of the soil shall have the power to work freely, without first obtaining any special concession, the following-named substances:

Mineral fuel, mineral oils and waters; rocks and stones to be used either in their original form or after being in some way manufactured, for building purposes or for purposes of architectural ornamentation; the components of the soil, as earth, sand, and clay of all kinds; mineral substances which under the provisions of article 3 of the present law have been exempted from concession and generally all other substances not mentioned in the same article.

The excavations, whether superficial or subterraneous, which may be required for the proper working or taking advantage of the substances to which the present article refers, shall be subject, however, to such rules and regulations as shall be enacted for the purposes of police and for the safety of the mines themselves.

ART. 5. The title of all mining property already legally acquired, or which may be acquired under the provisions of the present law, shall be perpetual and irrevocable, provided that the federal tax, presently to be established by law, on the property of this kind is duly paid.

ART. 6. The direct title or evidence of ownership of a mine which may hereafter be acquired shall be the patent issued by the Department of Promotion in pursuance of the provisions of this law.

ART. 7. The ownership of a mine, except in the case of placers and superficial deposits, affects only the subsoil and not the soil or surface. The latter continues under the control of its owner, except in such portions thereof as, in the cases and under the conditions of article 11 of the present law, are liable to be occupied by the miner.

ART. 8. The working of a mine and the enjoyment of the products thereof shall cease at its boundary lines. No miner shall be allowed to go beyond these limits, except in such cases as shall be mentioned by the rules, and provided that the ground is free and an application has been previously made for the extension of the concession.

The consent of the owner shall be absolutely required whenever private property is to be entered, except in cases of legal easements.

ART. 9. The water which by virtue of underground works at the mines shall be carried to the surface shall belong to the miner; but he shall have to abide in all cases by the general provisions of law as far as the rights of the owners of the soil through which it may be caused to flow are concerned.

ART. 10. All works required to put placers and mines in proper operation shall be deemed of public utility, and as such they shall entitle the miner to secure possession, by condemnation proceedings, of all the private ground which may be needed.

ART. 11. It shall be lawful for the parties in whose favor a mine has been granted to enter into arrangements with the owner or owners of the soil, or surface, for the occupation and use of such part of the same as may be needed either for the proper working of the placers or superficial deposits, or for the construction of buildings or other dependencies of the mines. But if no agreement can be reached, either as to the extent of the ground to be used or to the price to be paid for it, proceedings of condemnation shall then be instituted before the court of first instance of the locality. The course of these proceedings shall be, until otherwise provided by the rules now in course of study and preparation for the proper enforcement of Article 27 of the constitution, the following:

I. Each party shall appoint an appraiser, and both appraisers shall submit to the court within eight days, to be counted from the day in which they accepted the appointment, the result of their work. If their valuations disagree, the court shall refer the matter to an umpire, who shall give his opinion also within eight days subsequent to his appointment. Upon the opinion of the appraisers or the umpire, and the evidence submitted by each party before the opinion is given, the court shall fix both the area or extent to be occupied and the amount of the indemnification. This decision shall be rendered within eight days, and no remedy shall be given against it, except through impeachment.

II. If the owner of the land does not appoint an appraiser within eight days subsequent to the notice given him to that effect by the court, the court itself shall make the appointment, and the appraiser thus named shall represent the interests of the owner.

III. If the owner of the land to be condemned is not known, or if the title to the same is not clear, the indemnification shall be fixed upon the appraisements made by an expert appointed by the miner and another expert appointed

by the court, and the amount thus awarded shall be deposited to the order of whomsoever may result to be the lawful owner.

IV. The appraisers or experts shall take as a basis for their appraisal the value of the ground, the injury directly done to the property, and the easements which exist upon it.

ART. 12. Mining properties, as well as all other properties bordering upon them, shall respectively either enjoy or suffer the easements of way, aqueduct, drainage, and ventilation, and the said easements shall be subject, as far as the declaration of their existence and the indemnification to be paid for them is concerned, to the laws of the State, or of the Federal District, or Territories in which the property is situated, if not inconsistent with the following rules :

I. The legal easement of drainage consists not only in the duty on the part of the owner of a piece of land, as provided by Article 21 of the present law, to indemnify the owner of another piece of land for the damages he may sustain out of the action of the former in keeping the underground works undrained, or insufficiently drained, thus causing the water to go from one place to another, but also in the duty of all owners of mining properties to allow *socavones*, or countermines or galleries, to be made for the exclusive purpose of securing the drainage of one or more mines.

II. Galleries for draining purposes, unless made under the agreements authorized by Article 23 of the present law, shall be made or undertaken only by the owner or owners of properties for the preservation of which the said galleries are of absolute necessity.

III. In the case provided for by the preceding clause it shall be the duty of the owners of all the properties benefited by the *socavon*, or gallery, to pay the proper indemnification, the amount thereof to be fixed in proportion to the benefit received and to the nature and state or condition of the mine.

IV. The perforation of the *socavones*, or galleries, shall not be undertaken until after a permit to that effect has been given by the Secretary of Promotion, and the Secretary of Promotion shall not issue it except upon a report of the mining agent of the district, and upon the proper examination and approval of the plans of the work, showing especially the course and inclination of the gallery.

V. The metal available which may be found in making the *socavon*, or gallery, shall be, if found in a mining property already legally granted, the exclusive property of the grantee; but if found in free ground it shall be divided among the owners of the mines which have been benefited by the work, this division to be made in such a relative proportion as established in Clause III of this Article.

VI. If, upon excavating a draining gallery, or *socavon*, through free ground one or more veins are found, and application is made in due form to obtain the concession thereof, then and in that case the provisions of article 14 and the following up to 17 of the present law shall be complied with, and the makers of the excavation or gallery shall be deemed for the purposes and effects of the last part of article 13 to be explorers.

VII. As soon as the permit referred to in Clause IV of this article is issued by the Secretary of Promotion, no other person than those who according to its text are benefited by the work shall be considered as makers of the excavation, unless otherwise provided by special agreement.

VIII. The owners of the mining properties through which the gallery, or *socavon*, is to be excavated shall be entitled, as long as the work is in process of construction, to watch by means of inspectors, or *interventores* appointed by them, that the excavations are properly made, and to report to the mining agent of the district, or to the court, as the case may be, any violation of the law if committed.

IX. In all the places in which a gallery, or *socavon*, which has been excavated for draining purposes meets another gallery intended for regular mining work, the communication between the two shall be obstructed and prevented by means of railings.

X. No gallery, or *socavon*, intended for draining purposes shall ever be used for other purposes, except upon unanimous consent of the interested parties, witnessed by public deed, which, under penalty of nullity, shall contain a statement of all the agreements made relating to the transit or passage from one mining property to another, as referred to in Clause IX of this Article.

XI. All new mines worked in places where a general gallery or *socavon* has been excavated for draining purposes to the benefit of all, shall be subject in this respect to the provisions of clauses III, VII, VIII, IX, and X of the present Article.

XII. The legal easement of ventilation consists in the duty incumbent upon all owners of mining property to allow their neighbors to have such communication with the open air as is necessary, and can not be obtained otherwise, except at great cost.

XIII. The communication between adjoining properties for all other purposes different from ventilation shall be prevented by means of railings, except when otherwise provided by special agreement, witnessed by public deed.

XIV. If actual ventilation is secured by some other work different from the one referred to in Clause XII of this Article, the service thereby rendered shall not give the miner who made it any right to claim indemnification from the owners of the other properties ventilated, nor shall said owners be entitled in their turn to claim that an easement against the mining property from which the ventilation proceeds has been created.

XV. If while making an excavation in order to secure the accomplishment of Clause XII of this Article some available metal is found, the disposition hereof shall be made as directed in Clauses V, VI, and VII of the same.

XVI. Clause IV of this Article shall also be complied with as far as applicable to the case.

XVII. The whole expense, both of constructing the ventilating gallery and of keeping it in good repair, shall be to the exclusive charge of the applicant who claims to have easement.

XVIII. For the creation, in the future, of an easement, whether in favor of a mining property or against it, the acquiescence of the owner of the property which has to suffer it shall be absolutely required, said acquiescence to be witnessed by public deed, and if not by a formal declaration in writing signed by the owner and ratified by him before the judicial authority of the locality or the Secretary of Promotion, or by an executive decree declaring said easement to be in existence and assented to by the interested parties, or by judicial sentence.

XIX. If the owner of the mining property in whose favor the easement is to be created can not reach an agreement with the other parties, and secure thereby the acquiescence referred to in the foregoing clause, he shall have the right to apply to the Secretary of Promotion and ask him for the decree to which reference has also been made. The Secretary of Promotion shall decide within the time and upon the fulfillment of all the requisites and formalities provided for by the rules which may be in force on the subject what he may deem proper; but his decision shall not be rendered without first hearing the opponent. If either the applicant or the opponent refuses to assent to the decree then issued, the rights of both parties to apply for a remedy to the respective local courts within the period allowed by the rules shall be always reserved. The judicial decision shall be communicated by the court which rendered it to the Secretary of Promotion.

XX. No executive decree rendered in favor of the applicant and against the opponent shall be executed immediately unless the applicant gives bond, to the Satisfaction of the Secretary of Promotion, to indemnify for damages should the opponent secure, through judicial action, the setting aside of the decree.

XXI. The provisions of the three immediately preceding clauses shall be applicable to all the emergencies in which judicial action may be invoked to antagonize executive orders.

TITLE II.—*On explorations and mining properties and concessions.*

ART. 13. Every inhabitant of the Republic is free to make, in lands belonging to the nation, all such explorations as may be conducive to the discovery of mines. But if instead of soundings he makes excavations, the latter shall not exceed 10 meters in extent, whether in length or in depth. No permission shall be required to make explorations, but previous notice thereof shall be given the respective authority, in the manner provided by the rules.

No explorations can be made in land belonging to private individuals without first obtaining permission from the owner, or his lawful representative. Should this permission be refused, application can be made for it to the proper executive authority of the locality, but it shall not be given except upon compliance with the formalities of the rules, and the filing of such a bond as may be deemed sufficient to indemnify for the damages which the exploration may cause. Said bond shall be fixed to the satisfaction of the said authority, after having heard the owner of the land or his lawful representative.

No explorations shall be permitted within private buildings or dependencies thereof without the permission of their owners. Nor shall any be allowed under any circumstances within the incorporated limits of a town or city, or in the interior or the neighborhood of public buildings and fortifications. The rules shall fix, in all these cases, the distances at which the works of exploration may be allowed.

Within the three months immediately following the date of the notice, or of the owner's permission, or of the executive decree granting it, none but the explorer shall be entitled to the concession of mining properties at the place explored.

ART. 14. The unit of concession or mining property shall be in the future in

the shape of a prismatic body, of indefinite depth or height, having for its external base, on the surface of the ground, a horizontal square figure of 100 meters on each side, bounded laterally by the four corresponding vertical planes.

In all matters of contract affecting the ownership of a mine the unit of property, such as above established, shall be deemed indivisible.

ART. 15. Except in the case provided for in the latter part of article 13, concessions shall always be made in favor of the first applicant, and shall embrace, if ground in sufficient quantity is found free, as many units or mining properties as the said applicant may have asked for. In all cases the applicant must specify with perfect clearness, and in conformity with the provisions of the rules on the subject, the actual location to be given to the mining properties of his concession.

If it should happen that between the new concessions and others already made some space of lesser extent than one unit has been left vacant, that space shall be also granted to the first applicant.

TITLE III.—*On the manner of acquiring mining property.*

ART. 16. The Department of Promotion shall appoint in the States, Territories, and Federal District a number of special agents, who shall be subject to its control and authority, before whom the applications for mining concessions must be filed. These agents shall be authorized to charge such fees as may be fixed in a schedule prepared for that purpose by the department.

ART. 17. Upon the receipt of the application the agents shall enter on their respective registry the day and hour in which it was filed. Immediately afterwards they shall cause the application to be published and the mining properties referred to in it to be surveyed by an engineer or expert appointed by them; and if no contention arises, a copy of the whole record, together with the plan or map of the mining property, shall be forwarded by them to the Secretary of Promotion, who shall approve the proceedings and issue the proper patent. The rules shall fix the periods of time in which all these things must be done and the course of proceedings to be followed as long as the case is conducted before the agents.

ART. 18. As soon as the record is approved and the patent, or title, is issued the grantee shall enter in full actual possession of the mining property granted to him without further formalities.

ART. 19. The agents of the Department of Promotion shall have no authority to suspend any case presented to them, except when opposition is made to the concession, and they shall be bound, at the expiration of the time marked by the rules, to forward to the Secretary of Promotion a complete copy of the record, in whatever stage or condition it may be found. Upon examination of this copy the Secretary of Promotion shall either dismiss the application for want of action on the part of the applicant, if such is the case, or hold the agent to be responsible, if the delay has been depending upon him. Such applicants as have proved under the above provision to be negligent shall not be allowed to ask a second time for the same concession.

ART. 20. When the owner of the soil opposes either the concession of the

mining property or the making of the survey, the opposition resting on the ground that no deposit of metal is found in the place, the agent of the Department of Promotion shall see whether any indication of the existence of such deposit can be discovered on the surface of the ground, or in any gallery, or pit of exploration which may have been excavated therein, and if discovered, he shall at once dismiss the opposition.

If no indication at all can be discovered, a course of proceedings analogous to the one provided for in article 11 of this law shall be pursued by the parties, and the respective court shall decide whether the concession is to be refused or granted. And appeal shall be allowed against that decision, and the result thereof shall be communicated to the Secretary of Promotion.

ART. 21. The agents of the Department of Promotion will suspend proceedings in case an objection is filed, and forward the record to the local judge of the first instance for the proper judicial inquiry. The judicial authority must notify the Department of Promotion of its decision.

TITLE IV.—*General provisions.*

ART. 22. The working of the mines, whether of the class which under the provisions of the present law require government concessions, or of the class which belong to the owner of the soil, shall always be made in accordance with the rules of police and other rules enacted for the preservation and safety of the mining properties. In all other respects the owners of said properties shall enjoy complete liberty of industrial action and shall be allowed to work their mines in the manner which may be more suitable to them, or to hasten, delay, or suspend the labors, employ the number of laborers which they may deem best, or concentrate their efforts in one place with preference to other. They shall also be free to adopt such methods for the extraction of the ores and the drainage and ventilation of the mines as they may deem most suitable to their own interests and purposes. But the owners shall be in all cases responsible for such accidents occurring in their mines as may result from imperfect work, and shall be bound to indemnify such damages as may be caused to other properties for lack of proper draining or for other reasons.

ART. 23. When socavons, or draining galleries, are to be undertaken in some locality in order to give impulse to the mining industry, the construction of the same shall be a matter of contract among the interested parties.

ART. 24. All mining companies shall be organized under the provisions of the code of commerce, which shall be their law in every respect.

ART. 25. The contract thus far known by the name of *avio* (loan of money to work a mine) shall in the future have the character either of a partnership, in which case the provisions of the preceding article shall be complied with, or of a mortgage. Mortgages in mining matters can be given and constituted freely, with no other formalities than those set forth in the civil code of the Federal District, but the indivisibility of the unit of mining property, fixed by article 14 of the present law, shall be always taken into account. As to the recording of these mortgages, the provisions of the code of commerce shall also be complied with, and for that purpose a special book or registry shall be open for the mining

transactions. The mortgagee shall always have the right to pay the tax to which article 5 of the present law refers, and by so doing he will acquire preference against the owner of the mine, and even against his own mortgage for the reimbursement of the said tax.

ART. 26. The amount represented by the mortgage can be divided in bonds, payable either to bearer or to order. This can be done either by the same original deed of mortgage or by a subsequent document. In all cases proper provisions shall be made in order to give the bondholders a common representative; and these provisions, as well as a statement of the whole amount of the debt due, the terms of payment, and the guarantees or securities, shall be printed in the bonds.

No action shall ever be taken by a bondholder against the debtor, or the mortgaged property, except through the common representative of all of them. The acts of said representative, in so far as the rights of the creditors are concerned, shall be binding on all.

ART. 27. All questions of law which may occur in mining matters shall be determined in the Federal District and Territories, and in each State, by the courts which are of competent jurisdiction, according to the code of commerce; and in the determination of said cases said courts shall be guided by the provisions of chapter 9, title 1, chapter 4 of said code, taking the ground that the first expense referred to in clause 2, article 1030 of the same is the payment of the tax.

ART. 28. The new tax to be levied on mining property, except in such cases as under the concession the said property is exempted from taxation, shall be federal in its character and therefore it shall be regulated by federal law. The provisions of the law of June 6, 1887, shall be enforced in regard to all other dues and charges to which mining property is now subject.

ART. 29. The failure to pay the federal tax above referred to subsequent to the promulgation of the present law, shall be subject, however, to the provisions and rules of proceedings of the new law which creates said tax, the only cause of forfeiture of the mining concessions, and shall therefore render the mines and mining property subject to be granted anew by the government, under the provisions of this law, to the first applicant.

ART. 30. The cognizance of everything connected with the mining business shall belong to the Department of Promotion, Colonization, and Industry, whose head shall have authority to take all the steps deemed to be advisable to promote the mining industry and secure the enforcement of this law. The same department shall appoint as many mining engineer inspectors of mines as may be necessary, who shall visit the mines and mining establishments, make studies and surveys and do whatever professional service may be required from them.

ART. 31. The Executive Department of the Government shall fix, subject to article 21 of the federal constitution, the penalties to be incurred by the violation of the present law or of the rules made for its execution.

The cognizance of all official offenses committed in this respect by agents of the Department of Promotion shall belong to the district courts of the respective localities.

The cognizance of all common offenses committed in the mines shall belong to the ordinary courts of the respective localities; but the federal executive authorities shall retain in all cases the right to impose such fines and other penalties as may be established by law.

ART. 32. Everything relative to the smelting and reducing works and to other similar establishments shall be governed by the provisions made on the subject by the general legislation, and as far as taxation is concerned, by the law of June 6, 1887.

ART. 33. Such portions of the galleries or *socavons*, made purely for ventilation purposes or for the drainage of the mines or for facilitating the extraction of such ores as may have been excavated beyond the limits of the mine, shall be exempted from the federal tax.

TITLE V.—*Transitory provisions.*

ARTICLE 1. The cases of denouncement of mines and other cases, which may not be terminated at the time in which the present law shall go into effect, shall be continued and decided according to its provisions.

ART. 2. All vacant spaces left between mines bordering upon each other, or between mines near to each other, not denounced at the time in which the present law goes into operation, shall be granted to the first applicant.

ART. 3. All contracts made and entered into by the Department of Promotion, colonization, and industry, which may be in existence at the time when the present law goes into operation, and whose stipulations are being actually carried on, shall remain in force until the end of the concession, if so desired by the grantees, but it will be optional for the latter, within one year subsequent to the date in which the present law goes into operation, to subject themselves to the new legislation, by making a declaration to that effect before the Secretary of Promotion, and from that moment they shall be exempted from all the obligations of the said contracts, and all the sums of money they may have deposited shall be returned to them. No other law than the present one, or the rules and regulations relating thereto, shall be applicable to them or their property, and their rights of ownership shall be acquired and preserved forever upon the payment of the federal tax above mentioned.

ART. 4. Mining property which under the provisions of the present law can not be classified or considered as such, but is found to be in existence under former legislation, and is actually worked, shall retain its mining character, as well as its own dimensions, even if different from the ones now established. But for the purposes of taxation, they shall be subject to the unit provided for by article 16 of this law.

The owners of these mines shall have the right, however, to ask for the resurvey of their property, and for a new patent or title.

ART. 5. Contracts of *avío*, and all others relative to mining business which may be in existence at the time the present law goes into effect, shall be governed by their own stipulations and by the provisions of the mining law in force at the time in which they were made and entered into. But it shall be indispensable for the said contracts, in order to secure validity for any future act depending upon them, to be registered, as provided by articles 24 and 25 of

this law, within one year, to be counted from the date when said law goes into effect. Therefore, whenever the mining property is transferred or conveyed in any manner to a third party, the latter shall respond for all incumbrances subsequent to the contracts above referred to, out of which an action *in rem* arises.

ART. 6. Such works as are now being done under the former laws in mining properties belonging to others shall be suspended as soon as the present law goes into effect, unless upon consent of the lawful owner.

Final provision.

Sole article. The present law shall go into effect in the whole territory of the Republic on the 1st day of July, 1892, and on and after that date the mining code of November 22, 1884, and all subsequent circulars and provisions on the subject shall be repealed.

Article 10 of the law of June 6, 1887, is also repealed.

Law of June 6, 1892, establishing the federal mining tax referred to in the mining law.

ARTICLE 1. In pursuance of the provisions of the new mining law, a federal tax shall be levied on all mining property, to be collected as follows: A portion thereof to be paid only once, in official stamps to be affixed to all patents or titles of ownership of the mining property, and another portion to be paid annually in a certain amount of money for each piece of mining property. For the purposes of this law each one of the said pieces of property shall be understood to be the unit of concession established by Article 14 of the new mining law, and all mines existing in the republic, whether of ancient or modern concession, whatever their size or extent may be, shall be measured and assessed according to this standard. Such fractions of mining property as under the same may appear, if consisting of half a unit or more, shall pay the full rate of taxation, but if they are lesser in extent than half an unit they shall pay nothing.

ART. 2. All persons who are at present, under whatever title, the owners or possessors of a mine or mines shall be bound to file their title papers at any time between this date and the 31st of October of the present year—a period of time which shall not be extended—before such officer of the treasury department as may be appointed for that purpose, in order that the said officer may affix to the said papers the stamps named in the foregoing article and enter on his books the number of units constituting each mine, so as to determine the amount to be annually collected.

All patents or titles to be issued in the future under the new mining law by the Department of Promotion shall have the proper stamps attached to them, and the grantee shall pay for them. The number of the stamps shall be in proportion to the number of units which form the concession.

ART. 3. Each one of these stamps shall be worth \$10, and the proportion according to which they are to be attached to the title papers of each mine shall be as follows: One stamp for each 10,000 square meters, and as provided by article 1 for the fractions of this unit.

The cancellation of the stamps shall be made by the officer of the treasury who may be in charge of this matter, if they are affixed to patents or title papers issued on or before the 30th of June of the present year, but the stamps affixed to patents or title papers issued in pursuance of the new mining law shall be cancelled by the Department of Promotion.

ART. 4. On and after the 1st of July of the present year every owner or possessor of a mine will be required to pay \$10 a year for each one of the mines which constitute his concession. The tax shall be the same for all mines, independently of the metal or substance of which they consist, if acquired previous to the date when the new mining law goes into effect by means of a denouncement or by special concession, or if subsequently to the said date by means of a concession or title under the new law.

Such mines as have been granted by means of contracts between the executive power, under authority of the legislative power, or with its approval, and were under the express terms of the said contracts exempted from taxation, shall be relieved from the obligation of paying the federal tax herein established, both in the form of stamps attached to the title papers and of annual payments; but this exemption shall last no longer than the time of the contract, and said time shall not be extended.

ART. 5. The federal tax herein provided for shall be paid in three equal parts, and in advance, every fiscal year. The payment shall be made without any previous notice or information to the taxpayers at such offices as may be hereafter designated.

ART. 6. The failure on the part of the owners or possessors of mines to file within the time specified in article 2 of this law the patents or title papers of their property shall be punished with a fine equal in amount to the value of the stamps to be attached to the said patent or papers. This fine shall be collected even if the filing of the titles takes place within two months subsequent to the expiration of the time; but if it takes place at any other subsequent period, then the penalty shall be twice as much for each new period of two months. All concealments in regard to the number of mining properties shall be punished by a fine equal to double the value of the stamps which should have been affixed to the title papers of the property not declared, or concealed, and also to double the annual tax due by the same during the whole time of the concealment. This penalty shall be understood to be independent of all other responsibilities, whether civil or criminal, incurred by the delinquent owner or possessor.

If the annual tax herein provided for is not paid by thirds, as directed, or is not paid during the first month of each period, a penalty shall be added thereto equivalent to 50 per cent on the whole amount if it is paid during the second month; but if it is paid during the third month, then the penalty shall be equal to the whole amount of the tax. If the tax and penalties thereon remain unpaid after the expiration of the third month, then and there the ownership of the mine shall be irretrievably forfeited, and the fact of the forfeiture shall be published officially by the department of the treasury, through the *Diario Oficial*, so as to enable any applicant to ask for the concession of the mine.

ART. 7. Whenever the owner of a mine shall dispose of it and convey his

title to any other person, proper notice thereof shall be given by him to the proper officers, so as to enable them to enter the transfer on the registry. The deed of sale shall have as many stamps attached to it as provided by the law on the subject, or *Ley del Timbre*.

ART. 8. If the person or company in whose possession the mining property happens to be found, should wish to discontinue the working of the same, due notice thereof must be given in writing to the proper revenue office, so as to allow the liquidation of the tax due up to that date to be made, and to enable also the registry officers to make such entries in their books as may be proper.

PRICE OF PUBLIC LANDS, FISCAL YEAR 1898-99.

In compliance with the provisions of the law on the subject, the Mexican Government has announced the prices at which the public lands in the various States, the Federal District, and the National Territories may be bought during the fiscal year 1898-99.

	Price per hectare.
State of Aguascalientes	\$2. 00
State of Campeche	1. 75
State of Chiapas	2. 50
State of Chihuahua	1. 00
State of Coahuila	1. 00
State of Colima	1. 00
State of Durango	1. 00
State of Guanajuato	2. 00
State of Guerrero	1. 10
State of Hidalgo	2. 25
State of Jalisco	2. 00
State of Mexico	2. 50
State of Michoacan	2. 75
State of Morelos	4. 00
State of Nuevo Leon	1. 00
State of Oaxaca	1. 10
State of Puebla	3. 00
State of Querétaro	2. 00
State of San Luis Potosi	2. 25
State of Sinaloa	1. 00
State of Sonora	1. 00
State of Tabasco	3. 00
State of Tamaulipas	1. 00
State of Tlaxacala	2. 00
State of Veracruz	2. 50
State of Yucatan	2. 00
State of Zacatecas	2. 00
In the Federal District	5. 60
In the Territory of Tepic	2. 25
In the Territory of Lower California	. 50

NOTE.—The Mexican fiscal year 1898-99 begins July 1, 1898, and ends June 30, 1899. The hectare is equivalent to 2.4711 acres.

NICARAGUA.

NEW RUBBER LAW.

Below is a translation of the decree regulating the exportation of rubber from the State of Zelaya :

The President of the State, by virtue of his legal faculties, decrees :

1. From the date of the promulgation of this decree, the exportation of rubber grown by private individuals on their own plantations is permitted, whether the trees are planted on regular farms or not, in accordance with the laws of 17th of March, 1883, and of the 23d of the same month, 1887.
 2. The export duty on the aforesaid article is reduced to 10 cents per pound (4 cents United States currency.)
 3. The prohibition to extract rubber from trees on national lands for a period of ten years remains in full force and effect; and all violators of the law shall be prosecuted and punished as smugglers.
 4. All other laws in contravention of the present are hereby repealed.
- Given at Managua on the 2d of December, 1897.

J. S. ZELAYA.

ENRIQUE C. LOPEZ,
Minister of Finance.

Mr. M. J. CLANCY, United States consular agent at Bluefields, furnishes the Bureau with the following translation of an Executive decree dated December 7, 1897. Mr. CLANCY observes that this decree is applicable only to the port of Bluefields; that no export charge is made for shipments of rubber from Greytown :

To the Governor and Intendant :

The President of the State decrees :

That the decree of September the 22nd, 1896, allowing the exportation of india rubber extracted from the national forests previously paying ten cents per pound, shall apply in the Department of Zelaya exclusively.

THE MINISTER OF FINANCE, LOPEZ.

MANAGUA, 7th of December, 1897.

DECREE AFFECTING COFFEE PLANTATIONS.

Under date of November 29, 1897, Mr. WEISIKE, United States Consul at Managua, advises the Department of State that the Nicaraguan Government has promulgated a decree giving preferential rights to persons advancing money to enable coffee planters

to move their crops. Following are the main points of the decree :

The planter can not dispose of his product upon which money has been advanced without having first reimbursed the lender, or without his express consent to do so. All contracts for money advanced to move the crops must be matters of record and published in the *Diario Oficial*. The rate of interest on these moneys shall not exceed 2 per cent per month.

AMMUNITION MONOPOLY.

Consul WEISIKE transmits to the Department of State the following decree of the Nicaraguan Government, dated December 4, 1897, establishing a monopoly of the sale of lead, caps, and cartridges :

The President of the State, for reasons of public order and in consideration of the fact that it is necessary to increase the revenues, in order to attend duly to the increased expenditures which the public service demands, issues, by the powers vested in him, the following decree :

SECTION 1. Lead in bulk and bars, or manufactured, and also caps and cartridges for hunting guns and revolvers, shall be monopolized. In consequence, the said articles can be sold only at such places as are authorized by the Government to sell them.

SEC. 2. Merchants who have in stock lead, caps, and cartridges must make an inventory, stating the character of the article, its weight, and quantity. This inventory must be presented to the respective prefect within eight days after the publication of the present decree, and this official shall arrange that the articles be turned over immediately, and in his presence, to the collector of internal revenues of the province.

SEC. 3. The prefect shall execute a document of the delivery made in accordance with the previous paragraph. This document, which shall be signed also by the merchant and the collector of internal revenues, shall serve him (the merchant) as a voucher of his deposit in the account which will be opened to that effect; authenticated copies of it shall be sent to the Ministry of Finance, to the auditors' office, and to the comptroller's office.

SEC. 4. In the future, the collector of internal revenues will be provided with the said articles of merchandise by means of supplies which the warehouse keeper of the Government will make in the form and under the requisites customary for the provision of powder.

SEC. 5. No private party can retain more than 2 pounds of powder, 5 pounds of lead, 500 caps, and 200 cartridges, even if he should keep these objects in different places; but the proprietors of two or more plantations or enterprises may keep in each of them the quantities of each of the said articles fixed in this paragraph.

SEC. 6. Those who infringe upon the above paragraph and the merchants who do not comply with the orders given in section 2 of this law shall be prosecuted and punished as smugglers.

SEC. 7. The miners or other industrials who have to retain for their work more powder than is permitted by paragraph 6 must obtain special authorization from the Ministry of Finance, and this will be given or denied according to the merits of the information upon the case.

SEC. 8. The Government will pay the merchants for the lead and caps which they surrender at the price of the invoice and expenses, with 5 per cent added, and, the Minister of Finance, acting in concert with two respectable merchants, will make a corresponding liquidation in order to fix the price, which will be published in the *Diario Oficial*.

Given in Managua, December 4, 1897.

J. S. ZELÁYA.

ENRIQUE LOPEZ,
Minister of Finance.

THE BLUEFIELDS STEAMSHIP COMPANY.

The Bureau is advised that the Weinberger Steamship Company, the Caribbean Fruit Company of New Orleans, and the Orr and Laubenheimer Steamship Company of Mobile, have entered into an arrangement by which a new company, known as the Bluefields Steamship Company, has been incorporated under the laws of Louisiana, with a capital of \$150,000. The main office will be in New Orleans under the direction of JACOB WEINBERGER as general manager, with H. W. BROWN as manager at Bluefields, Nicaragua.

The new company will operate four vessels, the names of which are as follows: *Hiram*, *Suldal*, *Sunniva*, and *Alabama*—all Norwegian bottoms. The rate of fare between New Orleans and Bluefields or Rama will be \$30 cabin and \$20 steerage, except on the *Alabama*, which will charge \$40 cabin and \$25 for steerage passage. The reason given for the increased fare by the *Alabama* is that the vessel is new and more commodious than the others and possesses all modern comforts and conveniences for passenger traffic; she will cover the distance (1,210 miles) between New Orleans and Bluefields in four days, while the other three steamers require from five and a half to six days. The direct service between Nicaraguan ports and Mobile will, under the new arrangement, be discontinued.

This company, like its predecessors, will continue the purchase and shipment of bananas along the Escondido River and its tributaries.

BANANA CROP OF BLUEFIELDS.

The following data relative to the movement of the banana crop of Bluefields in November, 1897, is obtained from an official report to the Department of State.

The number of bananas exported in November, 1897, and November, 1896, was:

Year.	Bunches.	Price.	
		<i>Peso. Ctvo.*</i>	<i>Cents.</i>
1897	<i>Number.</i>		
	32,000	0. 50	20. 6
	45,000	. 40	16. 5
	8,500	. 20	8. 4
	11,500	. 10	4. 1
	97,000		
1896	11,000	. 35	16. 05
	29,000	. 30	13. 75
	4,000	. 15	6. 88
	44,000		

*Nicaraguan currency.

The amount paid to planters in November, 1897, was 36,850 pesos (\$15,227.27), and the amount paid for freight, etc., was 30,487.59 pesos (\$12,598.17). In the same month of the previous year 13,150 pesos (\$6,032.12) was paid to the planters, and 14,936.60 pesos (\$6,851.65) in freight. Total for the month of November, 1897, 67,337.59 pesos (\$27,825.44), against 28,086.60 pesos (\$12,883.77) for November, 1896.

In November, 1897, there were five shipments to New Orleans, consisting of 45,000 wholes, 8,500 halves, and 11,500 quarters; and two shipments to Mobile of 32,000 wholes. In November, 1896, there were two shipments to New Orleans (17,000 wholes and 4,000 halves) and two to Mobile (23,000). In November, 1896, there were only two lines of steamers; now there are three, and one company has two steamers. The increase of price, says the consular agent, is caused by rivalry among exporters.

PARAGUAY.

PARAGUAY AT THE BRUSSELS EXPOSITION.

The Bureau has received from the Hon. JOHN STEWART, Consul-General of Paraguay in the United States, the following mention, prepared by Señor Don JOSÉ DECOUD, Minister of Foreign Relations, of the part taken by that Republic at the international exposition held in Brussels in 1895:

“The part taken by Paraguay in the great international exhibition lately held in Brussels, despite the fact that she had to make hurried preparations owing to the limited time at her disposal, has demonstrated in a convincing manner the great advances made by that country in the last few years.

Paraguay, whose past contributed so largely to her disparagement in foreign eyes, is no longer the mysterious region of sinister dictatorships, but rather a virile and enterprising community, responsive to modern impulses, where the honest immigrant and rich capitalist will find a wide field for their energies, protected by the most advantageous laws and one of the most liberal governments of South America.

After the war with the triple alliance, composed of the Argentine Republic, Brazil, and Uruguay, which consumed nearly all of her energies, Paraguay has raised herself by her own unaided efforts, and in twenty-five years of constant labor, under the beneficent ægis of an almost uninterrupted peace, has succeeded in attaining an honorable and enviable place among her sisters of the South. The proof of this is seen in the success she obtained at the late Brussels Exposition.

The national arts and industries, agriculture and bibliography, were worthily represented, as evidenced by the premiums received, far superior to those heretofore awarded on like occasions and with a much greater number of exhibitors, and had the difficulties due to the recess of the legislative chambers not intervened to prevent the country from making adequate preparations for the event, it would have figured with even greater brilliancy among the other nations.

The impression produced by the Paraguayan section was not, however, incommensurate with its merits, to judge by the following excerpts from the report of Mr. OOSTENDORP to the Government of the Republic:

‘The Paraguayan section was one of the first visited, and I had the honor to attend His Majesty, having at my side Señor Hemeleers Tiévi, consul of the Republic in Brussels. The view of the national palace at Ascunción presented by the great decorative picture, of which I have informed your Excellency, impressed His Majesty, and he requested details regarding it. Turning then to the Minister of Industry and Labor, he made the very amiable observation that one might go to Paraguay to seek inspiration for the erection of great edifices. The wood furniture of the country also claimed the attention of the King, and he asked if the articles were made in Europe, to which I was able with great pleasure to reply that they were made in Paraguay. It can be said that to many visitors the section is a veritable object lesson of the advanced state of culture in Paraguay, as evidenced by the products sent and the numerous and interesting collection of photographic views of the capital and the countryside.’

The following were the premiums awarded to Paraguayan exhibitors:

Four diplomas, grand prize.

Two diplomas of honor.

Eighth diplomas, gold medal.

Sixteen diplomas, silver medal.

Fifteen diplomas, bronze medal.

Five diplomas, honorable mention.

A total of fifty premiums for forty exhibitors. It is worthy of note that at the Universal Exposition at Paris in 1889 Paraguay obtained fifty-four distinctions with only two grand prizes, while the number of exhibitors was much greater.

The majority of the prizes enumerated went to the national industries and agriculture; the prodigious vegetable wealth of the land attracted great attention, as did also the remarkable properties of the *yerba-mate* (Paraguayan tea), the use of which has become so general in the southern part of South America and which is commencing to spread in the northern regions.”

SANTO DOMINGO.

COMMERCIAL NOTES.

The Bureau is indebted to Mr. E. D. YORK, secretary of the "San Domingo Improvement Company," for copies of three executive decrees relating to exportation of cattle, foreign commerce with Haiti, and petroleum concessions at La Romana.

By the first decree, the exportation of cattle, both horned and equine is permitted, with the limitation to male animals, exportation of females being formally prohibited. The export duty shall be \$2, gold, for each animal. The ports of Barahona and Romana are open to this class of business, but vessels coming from abroad to load cattle in said ports are required to make application at the port of the Capital for the requisite authority, from whence they will be dispatched by the Administrator of Hacienda when going to Barahona, and by the Comisario of the Government when going to Romana.

The second decree exacts that all foreign merchandise introduced into the Republic by the frontier shall have imposed upon it the same duties as are applied to commerce coming from foreign countries, and shall be subject to the same formalities required by the custom-house. The native manufactured Haitian products shall, however, not be subject to any impost when brought into the country.

The third decree authorizes the installation at La Romana of a refinery of petroleum, which is required to manufacture petroleum of the standard grade of 150°. The decree further exacts that all petroleum introduced into the country from abroad shall be submitted to a test, and any that may be below the required standard (150°) shall be confiscated. The duty assessed upon this commodity shall be 40 cents, gold, per gallon.

The following table shows the imports of domestic merchandise from the United States during the twelve months ending June 30, 1896, and for the corresponding period of 1897:

Imports.

Articles.	Values.	
	1896.	1897.
Agricultural implements	\$2, 981	\$1, 428
Books, maps, printed matter.....	1, 477	1, 336
Breadstuffs:		
Corn	1, 131	389
Wheat flour	135, 890	163, 078
Carriages, cars	10, 764	20, 588
Coal and coke	15, 160	26, 211
Cotton, manufactures of	114, 749	92, 831
Other manufactures of	10, 199	31, 012
Cycles.....	266	4, 908
Fruits and nuts.....	2, 234	2, 388
Hops.....	249	287
Iron, steel, and manufactures of.....	12, 967	11, 283
Sewing machines.....	1, 380	1, 798
Other machinery	115, 427	106, 252
Leather, manufactures of.....	721	1, 177
Naval stores:		
Rosin, tar, turpentine, and pitch.....	4, 990	5, 036
Turpentine, spirits	221	312
Oils:		
Mineral.....	45, 807	52, 486
Vegetable.....	15, 389	15, 616
Provisions:		
Beef, canned	56	72
Beef, salted, etc.....	1, 961	2, 612
Tallow.....	32, 590	21, 037
Bacon	1, 905	2, 706
Hams.....	6, 460	7, 316
Pork	9, 192	4, 357
Lard.....	37, 247	23, 077
Butter	5, 464	7, 331
Cheese	4, 798	4, 711
Seeds.....	613	538
Sugar and molasses.....	2, 885	2, 332
Lumber.....	69, 099	65, 512
Shingles, etc	2, 958	9, 544
Manufactures of wood.....	15, 166	20, 692

UNITED STATES.

TRADE WITH LATIN AMERICA.

MONTHLY STATEMENT OF IMPORTS AND EXPORTS.

Following is the latest monthly statement from figures compiled by the Bureau of Statistics, United States Treasury Department, WORTHINGTON C. FORD, Chief, showing the trade between the United States and the Latin-American countries in leading articles, with a comparative statement for the corresponding month of the previous year. The report is for the month of November, cor-

rected to January 7, 1898. It should be explained that the figures from the various custom-houses showing imports and exports for any one month are not received at the Treasury Department until about the 20th of the following month, and some time is necessarily consumed in compilation and printing, so that the returns for November, for example, are not published until some time in January:

Imports and Exports, November, 1897.

IMPORTS OF MERCHANDISE BY THE UNITED STATES.

Articles and countries.	November.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Chemicals:				
Logwood (<i>Palo campeche</i> ; <i>Páu campeche</i> ; <i>Campêche</i>)(tons)—				
Mexico	23	\$700	48	\$887
Coal, bituminous (<i>Carbón bituminoso</i> ; <i>Carvão betuminoso</i> ; <i>Charbon bitumineux</i>)(tons):				
Mexico	7,960	17,124	7,411	13,347
Cocoa (<i>Cacao</i> ; <i>Coco ou Cacão cru</i> ; <i>Cacao</i>)(pounds):				
Brazil	430,075	30,064	162,329	20,754
Other South America	540,423	53,040	232,201	27,809
Coffee (<i>Café</i> ; <i>Café</i> ; <i>Café</i>)(pounds):				
Central America	320,359	47,478	159,276	20,787
Mexico	305,127	45,757	1,162,461	159,409
Brazil	59,938,656	5,717,547	62,812,194	4,406,311
Other South America	5,970,312	869,755	6,587,198	653,894
Cotton, unmanufactured (<i>Algodón en rama</i> ; <i>Algodão em rama</i> ; <i>Coton, non manufacturé</i>)(pounds):				
South America	122,768	12,813		
Fibers:				
Sisal grass (<i>Henequén</i> ; <i>Henequen</i> ; <i>Hennequen</i>)(tons)—				
Mexico	8,141	513,959	7,558	455,977
Fruits:				
Bananas (<i>Plátanos</i> ; <i>Bananas</i> ; <i>Bananes</i>)—				
Central America		83,193		87,203
Cuba		3,032		
South America		35,154		36,590
Hawaiian Islands		5,412		4,586
Oranges (<i>Naranjas</i> ; <i>Laranjas</i> ; <i>Oranges</i>)—				
Mexico		84,024		65,853
Cuba		829		1,286

Imports and Exports, November, 1897—Continued.

IMPORTS OF MERCHANDISE BY THE UNITED STATES—Continued.

Articles and countries.	November.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Furskins (<i>Pieles finas; Pelles; Fourrures</i>) (pounds):				
South America		\$12		\$1, 671
Hides and skins (<i>Cueros y pieles; Couros e pelles; Cuirs et peaux</i>) (pounds):				
Central America	222, 425	27, 544	168, 640	15, 574
Mexico	753, 326	73, 942	1, 152, 574	113, 081
South America	5, 686, 354	811, 976	6, 231, 940	886, 322
* India rubber, crude (<i>Goma elástica cruda; Borracha crúa; Caoutchouc, brut</i>) (pounds):				
Central America	82, 907	32, 398	68, 986	28, 557
Mexico	5, 608	1, 750	10, 458	2, 647
Brazil	1, 327, 379	606, 195	3, 766, 621	1, 860, 119
Other South America	104, 861	36, 567	194, 630	74, 184
Lead, in pigs, bars, etc. (<i>Plomo en galpagos, barras, etc.; Chumbo em linguados, barras, etc.; Plombs, en saumons, en barres, etc.</i>) (pounds):				
Mexico	10, 061, 014	98, 660	10, 006, 011	119, 005
Sugar, not above No. 16 Dutch standard (<i>Azúcar, no superior al No. 16 de la escala holandesa; Assucar não superior ao No. 16 de padrão holandês; Sîcre, pas au-dessus du type hollandais No. 16</i>) (pounds):				
Mexico	5, 328	109	16, 200	375
Cuba	3, 921, 267	86, 186	60, 000	755
Brazil				
Other South America	17, 011, 162	341, 593	11, 497, 092	226, 759
Hawaiian Islands	17, 631, 371	551, 250	35, 626, 044	1, 080, 325
Tobacco, leaf (<i>Tabaco en rama; Tabaco em folha; Tabac en feuilles</i>) (pounds):				
Mexico	45, 104	18, 712	65, 382	16, 831
Cuba	551, 871	245, 984	229, 068	212, 730
Wood, mahogany (<i>Madera, caoba; Mogno; Acajou</i>) (M feet):				
Central America	641	21, 806	718	35, 900
Mexico	121	3, 764	204	9, 086
Cuba	3	158	5	227
South America	3	167	11	681
Wool (<i>Lana; Lã; Laine</i>) (pounds):				
South America—				
Class 1	9, 559	712	7, 009	1, 063
Class 2				
Class 3	1, 241, 940	106, 822	92, 034	7, 427

Imports and Exports, November, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897.

Articles and countries.	November.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Agricultural implements (<i>Instrumentos de agricultura; Instrumentos de agricultura; Machines agricoles</i>):				
Central America.....		\$7, 330		\$3, 773
Mexico		4, 548		6, 109
Santo Domingo.....		63		338
Cuba		49		2, 350
Puerto Rico.....		240		981
Argentina.....		48, 981		38, 550
Brazil		1, 444		1, 185
Colombia		75		67
Other South America		5, 054		8, 645
Animals:				
Hogs (<i>Cerdos; Porcos; Cochons</i>)—				
Mexico	2, 114	28, 282	1, 756	20, 147
Horses (<i>Caballos; Cavallos; Chevaux</i>)—				
Mexico	73	5, 595	26	3, 165
Books, maps, engravings, etc. (<i>Libros, mapas, grabados, etc.; Livros, mappas, gravuras, etc.; Livres, cartes de géographie, gravures, etc.</i>):				
Central America.....		5, 789		5, 510
Mexico		68, 407		22, 869
Santo Domingo.....		32		96
Cuba		4, 329		1, 285
Puerto Rico.....		32		
Argentina.....		1, 741		3, 016
Brazil		5, 193		23, 998
Colombia		26, 208		1, 676
Other South America		6, 579		3, 186
Breadstuffs:				
Corn (<i>Matz; Milho; Maïs</i>) (bushels):				
Central America.....	2, 455	1, 002	12, 956	7, 720
Mexico	1, 421, 057	542, 439	464	246
Santo Domingo.....			100	40
Cuba	85	42	47, 548	18, 980
Puerto Rico.....				
South America.....	2, 866	1, 084	1, 647	617
Wheat (<i>Trigo; Trigo; Blé</i>) (bushels):				
Central America.....	12, 912	11, 940	4, 000	4, 425
Mexico	25	20	45	41
South America.....			80, 099	82, 593
Wheat flour (<i>Harina de trigo; Farinha de trigo; Farine de blé</i>) (barrels):				
Central America.....	23, 706	100, 535	15, 208	73, 552
Mexico	1, 319	5, 321	1, 314	5, 971

Imports and Exports, November, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897—Continued.

Articles and countries.	November.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Breadstuffs—Continued.				
Wheat flour—Continued.				
Santo Domingo.....	2,828	\$13,385	2,508	\$13,569
Cuba.....	18,472	80,308	21,317	103,879
Puerto Rico.....	9,881	42,007	11,391	60,218
Brazil.....	41,854	192,745	74,024	373,966
Colombia.....	10,285	49,200	16,557	70,884
Other South America.....	33,095	122,295	21,098	101,057
Carriages, cars, etc., and parts of (<i>Carruages, carros y sus accesorios; Carriages, carros; e partes de carros; Voitures, wagons et leurs parties</i>):				
Central America.....		3,150		3,108
Mexico.....		39,212		67,349
Santo Domingo.....		1,196		3,757
Cuba.....		590		2,110
Puerto Rico.....		687		1,033
Argentina.....		13,366		5,137
Brazil.....		1,427		4,651
Colombia.....		3,863		2,956
Other South America.....		1,834		5,870
Cycles and parts of (<i>Biciclos y sus accesorios; Bicyclos e accesorios; Bicyclettes et leurs parties</i>):				
Central America.....		9,758		1,810
Mexico.....		4,621		4,081
Santo Domingo.....		165		135
Cuba.....		144		786
Puerto Rico.....		45		413
Argentina.....		3,932		4,940
Brazil.....		3,554		14,502
Colombia.....		1,650		2,089
Other South America.....		3,335		4,618
Clocks and watches (<i>Relojes de pared y de bolsillo; Relogios de parede e de bolso; Pendules et montres</i>):				
Central America.....		1,075		665
Mexico.....		2,618		2,093
Argentina.....		5,843		701
Brazil.....		11,903		6,152
Other South America.....		9,875		7,083
Coal (<i>Carbón; Carvão; Charbon</i>) (tons):				
Central America.....	932	3,003	386	1,086
Mexico.....	11,845	39,857	21,875	58,044
Santo Domingo.....	279	2,142	1,086	3,220
Cuba.....	16,948	46,424	15,603	37,525
Puerto Rico.....	310	778	1,036	1,953
Brazil.....	275	1,100		
Colombia.....				
Other South America.....	30	115	910	2,333

Imports and Exports, November, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897—Continued.

Articles and countries.	November.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Cotton, unmanufactured (<i>Algodón no manufacturado; Algodão não manufacturado; Coton non manufacturé</i>) (pounds):				
Mexico	2, 011, 979	\$160, 446	3, 297, 119	\$216, 170
Cotton cloths (<i>Tejidos de algodón; Fazendas de algodão; Coton, manufacturé</i>) (yards):				
Central America.....	1, 179, 971	62, 406	377, 214	20, 590
Mexico	406, 783	26, 293	489, 759	30, 842
Santo Domingo.....	51, 120	2, 588	222, 215	10, 333
Cuba	14, 530	1, 526	11, 242	1, 234
Puerto Rico.....	3, 000	284	2, 610	206
Argentina	814, 721	57, 380	347, 016	29, 437
Brazil	601, 683	43, 227	591, 684	41, 206
Colombia	614, 945	30, 957	482, 731	20, 420
Other South America.....	1, 244, 709	71, 839	1, 061, 595	57, 794
Wearing apparel (cotton) (<i>Ropa de algodón; Roupa de algodão; Vêtements en coton</i>):				
Central America.....		13, 142		15, 794
Mexico		29, 784		30, 273
Santo Domingo		2, 608		1, 872
Cuba		5, 116		774
Puerto Rico.....		476		210
Argentina.....		7, 350		1, 430
Brazil		6, 175		2, 972
Colombia		5, 567		3, 950
Other South America.....		3, 705		3, 726
Fruits and nuts (<i>Frutas y nueces; Frutas e nozes; Fruits et noixettes</i>):				
Central America.....		3, 954		4, 462
Mexico		8, 005		7, 160
Santo Domingo.....		454		579
Cuba		8, 866		7, 191
Puerto Rico.....		1, 396		646
Argentina.....		1, 156		1, 069
Brazil		1, 353		330
Colombia		967		1, 085
Other South America.....		5, 364		3, 903
Hides and skins (<i>Cueros y pieles; Couros e pelles; Cuirs et peaux</i>) (pounds):				
Central America.....				
Mexico	56, 265	5, 350	1, 050	175
Hops (<i>Lúpulos; Lupulos; Houblon</i>) (pounds):				
Central America.....	350	31	640	90
Mexico			70	9
Santo Domingo.....				
Cuba	100	9		

Imports and Exports, November, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897—Continued.

Articles and countries.	November.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Hops—Continued.				
Puerto Rico.....				
South America.....	630	\$85	1,022	\$149
Instruments:				
Electric and scientific apparatus (<i>Aparatos eléctricos y científicos;</i> <i>Apparelhos electricos e científicos;</i> <i>Appareils électriques et scientifiques</i>)—				
Central America.....		6,730		9,866
Mexico.....		39,953		20,061
Argentina.....		15,844		7,919
Brazil.....		10,167		5,689
Other South America.....		13,227		9,007
Iron and Steel, Manufactures of:				
Builders' hardware, and saws and tools(<i>Materiales de metal para</i> <i>construcción, sierras y herra-</i> <i>mientas; Ferragens, serras e</i> <i>ferramentas; Matériaux de</i> <i>construction en fer et acier, scies</i> <i>et outils</i>)—				
Central America.....		13,878		7,169
Mexico.....		75,407		29,580
Santo Domingo.....		573		1,219
Cuba.....		3,764		6,628
Puerto Rico.....		928		1,033
Argentina.....		30,657		15,828
Brazil.....		23,859		12,045
Colombia.....		11,716		7,397
Other South America.....		19,536		18,586
Sewing machines and parts of (<i>Má-</i> <i>quinas de coser y accesorios;</i> <i>Máquinas de coser e accessorios;</i> <i>Machines à coudre et leurs par-</i> <i>ties</i>):				
Central America.....		4,506		125
Mexico.....		14,835		12,901
Santo Domingo.....		45		127
Cuba.....		631		315
Puerto Rico.....		554		325
Argentina.....		24,294		10,035
Brazil.....		10,456		6,584
Colombia.....		5,476		6,933
Other South America.....		9,433		8,784
Typewriting machines and parts of (<i>Máquinas de escribir y acce-</i> <i>sorios; Máquinas de escribir e</i> <i>accessorios; Machines à écrire</i> <i>et leurs parties</i>):				
Central America.....		413		668
Mexico.....		2,001		1,743

Imports and Exports, November, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897—Continued.

Articles and countries.	November.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Iron and Steel, Manufactures of—C't'd.				
Typewriting machines, etc.—C't'd.				
Santo Domingo				
Cuba				\$86
Puerto Rico		\$75		65
Argentina		1, 877		500
Brazil		790		503
Colombia		520		684
Other South America		215		2, 574
Leather, sole (<i>Suela; Sola; Cuir à semelles</i>) (pounds):				
South America	1, 335	247	8, 670	1, 702
Leather, other than sole (<i>Cuero, distinto del de suela; Couro não para solas; Cuirs, autres que pour semelles</i>):				
Central America		71		345
Mexico		1, 320		1, 254
Santo Domingo				47
Cuba		45		8
Puerto Rico		305		
Argentina		907		
Brazil		175		4, 357
Colombia		37		379
Other South America		2, 004		1, 924
Boots and shoes (<i>Calzado; Calçados; Chaussures</i>):				
Central America		6, 804		8, 858
Mexico		2, 696		5, 395
Colombia		2, 271		4, 355
Other South America		2, 623		2, 444
Naval stores: Rosin, tar, etc. (<i>Resina y alquitran; Resina e alcatrão; Résine et goudron</i>) (barrels):				
Central America	684	1, 625	482	1, 411
Mexico	55	237	220	649
Santo Domingo	200	552	10	29
Cuba	295	585	545	982
Puerto Rico	3	6	28	55
Argentina	2, 000	6, 360	8, 030	14, 084
Brazil	14, 899	30, 003	19, 372	26, 189
Colombia	346	694	633	1, 270
Other South America	1, 351	2, 968	6, 817	12, 030
Turpentine, spirits of (<i>Aguarrás; Agua-raz; Térébenthine</i>)(gallons):				
Central America	1, 176	375	691	278
Mexico	306	111	1, 015	369
Santo Domingo	15	6	5	3
Cuba	5, 875	1, 835	5, 454	1, 820
Puerto Rico	620	215	211	78

Imports and Exports, November, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897—Continued.

Articles and countries.	November.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Turpentine, spirits of—Continued.				
Argentina.....	17, 500	\$5, 150	28, 250	\$10, 863
Brazil.....	8, 390	2, 582	9, 986	3, 831
Colombia.....	1, 391	499	993	378
Other South America.....	1, 268	484	10, 980	4, 078
Oils, mineral, crude (<i>Aceites, minerales, crudos; Oleos, minerales, crús; Huiles minérales, brutes</i>)(gallons):				
Mexico.....	665, 582	34, 856	250	35
Cuba.....	538, 740	30, 096	767, 700	48, 764
Puerto Rico.....	168, 460	16, 930	102, 570	9, 098
Oils, mineral, refined or manufactured (<i>Aceites, minerales, refinados ó manufacturados; Oleos, minerales, refinados ó manufacturados; Huiles minérales, raffinées, ou manufacturées</i>)(gallons):				
Central America.....	118, 492	13, 542	81, 967	10, 126
Mexico.....	34, 337	7, 913	117, 380	24, 842
Santo Domingo.....	15, 346	1, 708	12, 882	2, 234
Cuba.....	2, 270	650	33, 307	3, 604
Puerto Rico.....	46, 595	5, 645	12, 202	1, 547
Argentina.....	1, 240, 209	138, 918	1, 513, 459	139, 754
Brazil.....	1, 122, 723	97, 037	1, 489, 681	112, 810
Colombia.....	88, 596	8, 768	99, 497	10, 627
Other South America.....	454, 943	48, 835	723, 292	60, 719
Oils, vegetable (<i>Aceites vegetales; Oleos vegetales; Huiles végétales</i>)(gallons):				
Central America.....	390	110	114	39
Mexico.....	168, 664	36, 608	304, 308	52, 885
Santo Domingo.....	1, 524	513	5, 220	2, 204
Cuba.....	100	33	150	47
Argentina.....	6, 178	1, 736	2, 504	680
Brazil.....	5, 775	1, 660	57, 593	14, 523
Other South America.....	21, 287	7, 782	18, 412	5, 766
Paraffin and paraffin wax (<i>Parafina y cera de parafina; Paraffina e cera de paraffina; Paraffine et cire faite de cette substance</i>)(pounds):				
Central America.....	41, 780	2, 946	23, 031	1, 161
Mexico.....	337, 950	18, 142	343, 182	14, 633
Brazil.....	24, 950	1, 510	20, 157	921
Other South America.....	200	8	12, 838	593
Provisions, comprising meat and dairy products:				
Beef, canned (<i>Carne de vaca en latas; Carne de vacca em latas; Bœuf en conserves</i>)(pounds)—				
Central America.....	11, 479	1, 319	41, 052	4, 656
Mexico.....	16, 890	2, 333	10, 508	1, 399

Imports and Exports, November, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897—Continued.

Articles and countries.	November.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Provisions, etc.—Continued.				
Beef, canned—Continued.				
Cuba	480	\$35	4,468	\$311
Brazil	42,500	3,395	3,964	404
Colombia	7,996	623	8,720	741
Other South America	6,200	557	17,018	1,615
Beef, salted or pickled (<i>Carne de vaca, salada ó en salmuera; Carne de vacca, salgada ou em salmoura; Bœuf, salé ou en saumure</i>) (pounds)—				
Central America	26,200	1,233	69,100	3,517
Mexico			975	48
Santo Domingo	1,900	83	1,950	123
Cuba	2,800	106	46,794	2,361
Puerto Rico	14,800	666	6,300	345
Brazil	600	32	500	30
Colombia	26,000	1,132	35,950	1,852
Other South America	208,830	9,471	162,500	9,196
Tallow (<i>Sebo; Sebo; Suif</i>) (pounds):				
Central America	157,845	7,382	179,787	7,807
Mexico	38,379	1,359	27,963	1,186
Santo Domingo	121,585	5,165	8,323	326
Cuba	11,778	707	22,006	876
Puerto Rico			1,512	76
Brazil	10,650	405	133,991	7,916
Colombia	4,975	307	41,620	1,731
Other South America	9,888	480	403	21
Bacon (<i>Tocino; Toucinho; Lard fumé</i>) (pounds):				
Central America	19,948	1,397	20,765	1,983
Mexico	12,843	1,124	8,063	873
Santo Domingo	1,822	110	1,817	186
Cuba	688,780	41,325	683,940	45,106
Puerto Rico	61,785	3,736	42,874	2,946
Brazil	347,698	20,635	673,994	46,753
Colombia	1,530	108	743	60
Other South America	16,837	1,089	40,458	3,030
Hams (<i>Jamones; Presunto; Jam-bons</i>) (pounds):				
Central America	22,154	2,355	27,039	2,912
Mexico	16,361	1,950	17,899	2,132
Santo Domingo	4,340	505	5,012	570
Cuba	327,730	31,046	310,188	32,703
Puerto Rico	54,240	4,887	91,189	7,376
Brazil			1,882	240
Colombia	12,820	1,132	13,191	1,214
Other South America	94,698	10,297	98,158	11,068
Pork (<i>Carne de puerco; Carne de porco; Porc</i>) (pounds):				
Central America	80,450	3,738	97,550	4,408
Santo Domingo	1,100	53	2,800	141
Cuba	26,000	1,269	14,000	721

Imports and Exports, November, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897—Continued.

Articles and countries.	November.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Provisions, etc.—Continued.				
Pork—Continued.				
Puerto Rico.....	136,700	\$6,940	451,500	\$22,012
Brazil.....	1,200	78	500	26
Colombia.....	7,900	393	18,100	1,070
Other South America.....	352,800	16,314	241,500	12,067
Lard (<i>Manteca; Banha; Saindoux</i>) (pounds):				
Central America.....	115,296	6,214	174,645	9,582
Mexico.....	332,902	15,421	444,599	19,733
Santo Domingo.....	18,842	1,079	26,210	1,519
Cuba.....	2,245,848	123,798	895,050	43,882
Puerto Rico.....	254,100	13,901	420,523	20,781
Argentina.....	11,160	725		
Brazil.....	276,850	16,771	1,087,387	65,150
Colombia.....	151,731	8,259	196,178	10,563
Other South America.....	993,502	59,610	1,015,530	60,938
Oleo and oleomargarine (<i>Grasa y oleomargarina; Oleo et oleomargarina; Oléo et oléomargarine</i>) (pounds):				
Mexico.....			1,760	192
Colombia.....	16,500	1,451	6,900	584
Other South America.....	11,260	1,322	14,500	1,502
Butter (<i>Mantequilla; Manteiga; Beurre</i>) (pounds):				
Central America.....	23,431	3,578	18,742	3,346
Mexico.....	15,010	2,621	16,953	3,219
Santo Domingo.....	760	116	4,916	656
Cuba.....	4,543	825	7,141	1,400
Puerto Rico.....	200	40	210	32
Brazil.....	2,284	250	90,106	11,823
Colombia.....	12,331	1,717	18,448	2,463
Other South America.....	50,137	6,837	58,421	8,135
Cheese (<i>Queso; Queijo; Fromage</i>) (pounds):				
Central America.....	10,145	1,146	12,865	1,425
Mexico.....	9,315	1,258	10,599	1,306
Santo Domingo.....	2,081	235	2,200	287
Cuba.....	3,983	765	15,668	1,926
Puerto Rico.....	3,344	359		
Brazil.....			380	39
Colombia.....	7,613	932	12,467	1,481
Other South America.....	12,811	1,502	10,102	1,276
Sugar, refined (<i>Azúcar refinado; Assucar refinado; Sucre raffiné</i>) (pounds):				
Central America.....	115,876	5,372	101,157	4,837
Mexico.....	11,457	653	53,666	2,435
Santo Domingo.....	1,434	73	7,211	400
Colombia.....	65,000	2,828	60,916	3,148
Other South America.....	120	7	13,074	745

Imports and Exports, November, 1897—Continued.

EXPORTS OF DOMESTIC MERCHANDISE, 1897—Continued.

Articles and countries.	November.			
	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Tobacco, unmanufactured (<i>Tabaco não manufacturado; Tabaco não manufacturado; Tabac non manufacturé</i>) (pounds)—				
Central America.....	13, 575	\$1, 662	19, 184	\$2, 532
Mexico.....	141, 476	14, 112	203, 810	14, 606
Colombia.....			3, 850	508
Other South America.....	116, 803	9, 630	53, 378	4, 549
Tobacco, manufactures of (<i>Manufacturas de tabaco; Manufacturas de tabaco; Tabac fabriqué</i>)—				
Central America.....		2, 194		6, 944
Mexico.....		6, 130		1, 177
Cuba.....		6, 750		1, 695
Argentina.....		11, 367		1, 055
Brazil.....		25		
Colombia.....		87		41
Other South America.....		6, 133		5, 455
Wood, unmanufactured (<i>Madera no manufacturada; Madeira não manufacturada; Bois brut</i>)—				
Central America.....		22, 795		11, 042
Mexico.....		4, 384		14, 377
Cuba.....		260		294
Argentina.....		120		299
Brazil.....				2, 450
Other South America.....		376		7, 235
Lumber (<i>Maderas; Madeiras; Bois de construction</i>) (M feet):				
Central America.....	401	7, 096	239	2, 871
Mexico.....	4, 595	60, 333	3, 495	37, 476
Santo Domingo.....	35	592	271	3, 694
Cuba.....	2, 889	31, 651	2, 868	30, 655
Puerto Rico.....	1, 045	12, 337	177	3, 099
Argentina.....	8, 410	94, 309	6, 975	77, 561
Brazil.....	3, 568	44, 214	3, 505	47, 267
Colombia.....	467	6, 911	515	7, 046
Other South America.....	3, 557	39, 342	2, 251	31, 990
Furniture (<i>Muebles; Mobília; Meubles</i>):				
Central America.....		13, 730		7, 409
Mexico.....		9, 262		11, 751
Santo Domingo.....		255		920
Cuba.....		2, 218		2, 519
Puerto Rico.....		967		537
Argentina.....		25, 307		13, 682
Brazil.....		4, 252		5, 493
Colombia.....		1, 270		4, 385
Other South America.....		8, 785		6, 306
Wool, raw (<i>Lana cruda; Lã crúa; Laines brutes</i>) (pounds):				
Mexico.....	54, 124	4, 058		

VENEZUELA.

TRADE WITH THE UNITED STATES.

Mr. PROSKAUER, Consul of the United States at Puerto Cabello, has recently submitted to the Department of State an extended and interesting article on the opportunities for American enterprise and trade in Venezuela. He states that the trade in cutlery, glass, and earthenware, tiles, and kindred articles can be greatly increased, a medium and ordinary grade finding ready sale. Owing to the high tariff on all tobaccos and the consequent development of native production and manufacture, the importation of that commodity has become greatly restricted, and it is thought that Venezuela will soon become an exporter.

Within six miles of Puerto Cabello marble of a very fine quality has been discovered, and a plant costing over \$50,000 has been erected for the development of the quarries.

The coal used by the railways comes mainly from England, but Mr. PROSKAUER thinks that if proper efforts were made the coal from the Alabama and Virginia regions might be introduced into the country profitably, and ultimately made to supplant the English coals. This suggestion would seem quite apposite and practicable, in view of the proximity of the American mines and the tendency of American merchants and manufacturers to increase and monopolize the trade of Venezuela.

The following extract from the report bearing upon the inter-trade of Venezuela and the United States, and containing valuable practical suggestions, is given:

* * * Our trade with this country is greatly hampered by the absence of American houses, banks, etc. It is almost needless to say that all large houses have their American connections, but it is obvious that this does not supply the place of intercommunication between American houses in the United States and their branches here.

One of our greatest trading difficulties might be more fully understood, generally advertised, and acquiesced in. I refer to the system of giving six, nine, or even twelve months' credit, to enable the merchant to realize at "crop time." Banks being limited, and none at all in some places, merchants are at the mercy of the money lenders, if they must pay their bills in sixty or ninety days, as with us, which means interest at the rate of 1 or $1\frac{1}{2}$ per cent per month,

and not infrequently more. Rates of exchange could thus be more readily controlled, which, though seldom burdensome, sometimes reach an unreasonably high figure. The currency is practically upon a gold basis, silver and gold being interchangeable. The issuance of paper money by the Government being still inhibited, the only notes that circulate are those of the Bank of Venezuela and the Bank of Caracas, confined to local use.

EL CALLAO MINE.

According to the Venezuelan Herald, this famous mine has been sold at auction, with all its machinery, offices, and various appurtenances, by the original company, for the sum of 600,000 bolivars. The firm buying it is DALTON & Co., of Ciudad Bolivar, supposed to represent a group of United States capitalists. When it is considered that the plant on the premises alone cost more than 400,000 bolivars, the mine brought a very low figure.

It is understood that the new company will very shortly resume work, and it is hoped that this mine will rise from the ashes of its former glory.

The Herald, speaking of it, says:

“In order that our readers may form an idea about the brilliant past of this mine, we can inform them that according to the Government statistics, dating from the year 1871 to 1891, the quantity of gold produced amounted to \$24,290,923.”

CONTRACT FOR ESTABLISHING BONDED WAREHOUSES.

In a communication to the Department of State, Minister LOOMIS transmits the terms of a contract entered into between the Government of Venezuela and JOSÉ RAFAEL NÚÑEZ, a citizen of Venezuela, for establishing in the Republic a system of bonded warehouses. This enterprise is of more than passing interest to Americans who have trade relations with Venezuela.

It will be observed that the concession may be disposed of to private firms or individuals, but not to a foreign government. Only the salient points of the contract are given here.

First Article. JOSÉ RAFAEL NÚÑEZ, his representatives or concessionaires, oblige themselves to construct in Caracas and in the ports of Venezuela which are empowered to receive imported goods, warehouses or depots to facilitate traders in their business

operations, and to guarantee the good care and conservation of their goods.

Second Article. The warehouse company shall receive in their buildings all the merchandise imported or for exportation which the owners may wish to deposit; pay on its own account all custom-house dues, cartage, etc., applicable to the aforesaid merchandise, and hold it at the disposal of the owners, subject to the following conditions:

(a) The owners of goods deposited may remove from the warehouses the merchandise they require, after having paid the legitimate charges of the company.

(b) The owners of merchandise, such as cloths, ironware, and hardware, shall pay to the warehouse company not more than 9 per cent per year on the sum total which has been paid for custom-house duties, cartage, etc. The owners of provisions shall pay 10 per cent per year.

(c) The warehouse company may charge for depot dues the sum of 5 bolivars per month for every thousand kilos. deposited in the ventilated warehouses, and 10 bolivars a month for every thousand kilograms deposited in the warehouses hermetically closed.

(d) The warehouse company shall charge two bolivars for every thousand kilograms of articles deposited and destined for exportation.

(e) The warehouse company shall demand payment of the custom-house duties and other expenses incurred by merchandise deposited only when such goods are taken out of the warehouses. In this manner the owners of the merchandise shall only pay the amount due on the quantity taken out, and that which remains in the warehouse shall be considered sufficient security for the balance due to the company.

(f) The warehouse company is obligated to deliver the goods in the same state as they were received, and will be held responsible for any damage the goods may suffer on account of *force majeure* or any fortuitous cause; but in no case shall the company be held responsible for packages whose contents have not been verified by the owners and by the company, or which are liable to spontaneous or natural decay, or loss in weight; and

(g) The warehouse company shall have a complete staff of employes and carts or vehicles adequate for handling the merchandise with all security and necessary precautions.

Third Article. The warehouse company shall furnish money to the owners of goods deposited to an amount representing one-third of the cost value of the goods deposited. These loans may extend at most for one year, at the rate of 8 per cent per annum, and shall be guaranteed by the same goods held in depot. If at the term fixed neither the sum loaned nor the interest on the same has been paid, the warehouse company may sell at public auction to the highest bidder the goods which were held as security for the money loaned. Out of the proceeds of the sale shall be paid the sums due and other expenses incurred, and should there be a balance remaining it shall be given to the owners of the merchandise, who personally or through some representative should be present at the sale. If at the expiration of the term agreed upon only the interest of the sum loaned is paid, the owner can choose between having his goods sold at auction or obtaining an extension of time for six months more to recover his goods, it being well understood that during these six months, additional, he is subject to the same conditions as those which obtained during the first term elapsed. The warehouse company shall in its interest account reckon as a whole month any part of the same which may have elapsed.

Fourth Article. The goods which remain deposited in the warehouses of the company shall be considered as guaranty both for the sums invested in paying custom-house duties and other expenses, as well as for the sums which the owners of the goods may have received as loans; and for such reasons the said goods can not be sold, seized, or be subjected to any other contributions but the ones stipulated here. The claims of the warehouse company shall have priority before all other claims against merchandise deposited in them. The company shall make known to the public by means of the press every three months the quantity of goods deposited, and the names of the depositors.

Fifth Article. The warehouse company shall pay the custom duties on all goods delivered to be deposited in the same custom-house where the goods have been received. Payment shall be made as soon as the commission agents shall have verified the

sheet containing the liquidation of the duties to be paid, presented by the custom-house. This shall not annul the rights which government can make good against the owners of the goods or against the goods themselves for the payment of import duties.

Sixth Article. The Government of the United States of Venezuela obliges itself:

(1) To grant free of custom-house duties the importation of all the materials required for the complete construction of the buildings as well as the furniture, until the final establishment of the company, complying always with the stipulations of the Code of Finance on goods imported free of duty by contract.

(2) To exempt the company from all national contributions.

(3) Not to grant a similar concession to any other person, company, or corporation during the time that this contract shall be valid, which is for twenty-five years.

Seventh Article. Within two years, to be reckoned from the date that this contract shall be approved by the National Congress, the warehouse company is bound to have its warehouses established in Caracas, La Guayra, Puerto Cabello, Maracaibo, and Ciudad Bolivar; and within three years, reckoning from the same date, in the other ports of the republic.

PRESIDENT IGNACIO ANDRADE.

Gen. IGNACIO ANDRADE, the new President of Venezuela, was born in 1839, in Merida. He is descended from an illustrious family of the country, his father being Gen. JOSÉ ESCOLASTICO ANDRADE, and one of his brothers is Señor Don JOSÉ ANDRADE, the present distinguished Minister to the United States.

President ANDRADE has been for a number of years intimately identified with the public affairs of Venezuela and has held numerous offices of dignity and responsibility. His public career is not limited to political affairs; he is also a distinguished soldier, having at one time commanded an army corps, and took a prominent part in the political disturbances of 1892 which resulted in placing the late President, Gen. JOAQUÍN CRESPO, at the head of the State.

The new President has traveled extensively abroad and is quite in accord with the modern thought of the age. He resided in Europe for a number of years and has visited the United States

on several occasions. His election to the office of President in September last was practically unanimous, receiving 406,000 votes out of the total 490,000 cast.

Hon. FRANCIS B. LOOMIS, United States Minister to Venezuela, now in this country, speaks of the inauguration of the new President as arguing favorably for the continued good feeling existing between the two countries and the enlargement of trade. Mr. LOOMIS says Venezuela needs capital, and that President ANDRADE desires to encourage foreign investments and immigration, especially from the United States.

VENEZUELA.

CUSTOMS TARIFF FOR 1897-1898.

NUMBER 30.

(Third Edition.)

ARTICLE 1.—Goods of foreign origin which are introduced through the custom-houses of the Republic are divided into the following nine classes :

1. Goods admitted free of duty.
2. Goods liable to a duty of 10 centimes of the bolivar* per kilogramme.
3. Goods liable to a duty of 25 centimes of the bolivar per kilogramme.
4. Goods liable to a duty of 75 centimes of the bolivar per kilogramme.
5. Goods liable to a duty of 1 bolivar 25 centimes of the bolivar per kilogramme.
6. Goods liable to a duty of 2 bolivars 50 centimes of the bolivar per kilogramme.
7. Goods liable to a duty of 5 bolivars per kilogramme.
8. Goods liable to a duty of 10 bolivars per kilogramme.
9. Goods liable to a duty of 20 bolivars per kilogramme.

§ 1.—CLASS I.

Goods exempt from duty.

Mineral waters.

Live animals, with the exception of leeches.

Iron boiler plates, bottoms or boilers, gratings, rollers and apparatus for crushing cane, also axles and frames for the same, and native iron and scrap iron for resmelting.

Ploughs and ploughshares, hoes, spades, sickles, billhooks and scythes, weeding

*The *bolivar* equals 19.3 cents United States currency, and is divided into 100 centimes. For weights and measures Venezuela has adopted the metrical system.

hooks, hatchets, shovels, picks, "*tases*," and cutlasses, with or without wooden handles, and machetes for lopping.

Articles imported by order of the Government.

Apparatus and machines for lighting with gas, and for its manufacture; also hatching apparatus and apparatus for generating steam by means of petroleum residues.

Fishing hooks and barbed-iron wire for fences, or also hooks for fastening the same, netting as defined by ordinance of June 13, 1894.

Fire engines.

Coal and carbons for electric light.

Wood ashes and residues of pressed grapes, for fertilizers.

Roman cement.

Carriages, accessories, and materials intended exclusively for railroads.

Personal effects of ministers and those of diplomatic agents of the Republic on their return to Venezuela.

Baggage, effects, and used furniture belonging to Venezuelans who have resided more than two years in Europe or in the United States of America, and who are returning to Venezuela, provided, however, that they comply with the formalities prescribed by Art. 178 of Law XVI of the Financial Code; also those of foreigners domiciled in the country. In order to enjoy this privilege, these latter must comply with the formalities to which Venezuelans are subject.

Baggage brought by passengers, with the exception of those articles that have not been used, and of furniture, which will pay according to the class to which belonging. The duty leviable on unused articles imported together with baggage shall be increased by 20 per cent.

Geographical or astronomical globes, hydrographical or marine charts, maps of all kinds, and lithographed or printed topographical plans of mines.

Rennet.

Guano and ice imported into localities where no ice manufactories exist by permission of the Government.

Eggs.

Books, printed, unbound or stitched, treating of science, art, and trade; catalogues, newspapers, and writing copy books for primary schools.

Wood prepared for shipbuilding, logs of pine, pitch pine for masts and squared beams exceeding 25 centimeters, oak, or other common wood, intended to be sawn into planks, beams, or into any other form.

Printing presses and typographical accessories, such as type, lines, prepared printing ink, and white printing paper, neither sized nor gummed, also paper paste for manufacturing stereotype plates and alloy of lead and aluminium employed for stereotype printing.

Machinery for use in agriculture, mines, weaving, saw mills, foundries, not otherwise mentioned; also those intended for the arts or trade, when the manufacturer imports them himself, and after having justified the use he intends to make of them and having obtained previous permission from the Government.

Telegraph machinery and apparatus, with previous permission from the Government.

Steam engines of all kinds, and windmills with all their accessories, on previous permission from the Government.

Samples of tissues, in small strips, in quantities not exceeding 25 kilogrammes in weight, and of wall paper not exceeding 50 centimetres in length; or of all other articles whenever they are imported in such dimension and in such condition as to be unsalable.

Works of art of a monumental character, on previous permission from the Government.

Platinum, gold, and silver, unwrought, and legal gold coin.

Living plants of all kinds; herbariums or collections of dry plants, other than medicinal; seeds for sowing, whenever the competent authority will have ascertained its destination, and potatoes fit for planting.

Products of Colombia imported across the frontier of that country, provided reciprocity exists.

Bridges, with their chains, floors, and other accessories, intended for public use or agricultural purposes; otherwise they pay duty on the materials of which composed.

Clocks for public use, when imported by the Federal Government.

Springs, axletrees, rims, and boards for carts and carriages to be constructed in the country.

Should receptacles in which duty-free articles are imported, such as trunks, bags, boxes, or stuff coverings, not having lost their ordinary value, they will be weighed separately and pay the duty applicable to their respective class.

§ 2.—CLASS II.

Duty—10 centimes of the bolivar.

Sulphuric acid, and liquefied carbonic acid.

Bran, oil-cake of bran and linseed residues, for cattle fodder.

Galvanized iron wire, not worked.

Almagra, chalk, ochre, spanish white, clay, caput mortuum, and all earths for building purposes.

Mineral or vegetable tar, asphalt, raw petroleum and bitumens of all kinds, excepting shoe blacking.

Hoops of iron or wood for casks, barrels, and sieves.

Rice in the grain.

Oats.

Iron bars (see tools).

Common bottles, of ordinary black or white glass, for bottling liqueurs; and empty demijohns and square bottles of similar glass, generally used for importing Hollands.

Hydraulic pumps, with their pipes, valves, and other accessories.

Boats and lighters, whole or in detached pieces, and the oars, sails, and anchors for the same.

Rosin, yellow or black.

Hydraulic lime, common lime, and all other similar materials for building purposes not elsewhere mentioned.

Parings and wastes of skins and dried sheep intestines, for pork butchers.

Hemp or tow, raw or twisted, for calking; tarred tow and cotton wastes for cleaning machines.

Conducts or pipes of iron or lead.

Cardboard in the paste.

Waterproof cardboard for roofing and other purposes.

Carts, wagons, and wheelbarrows.

Barley in the grain.

Rye and wheat in the grain.

Coaches, chaises, gigs, omnibuses, phaetons, and all kinds of vehicles not otherwise mentioned.

Bark of oak and other trees, used in tanning.

Flour of barley, chick-peas, Du Barry's Revalenta, and any flour not otherwise mentioned.

Ice imported into ports where ice factories are established with permission of the Government.

Iron in bars, round or square, in plates, sheets, or any other form, not worked.

Bath bricks.

Bricks, slabs, and tiles of baked clay, marble, jasper, wood, or any other material for pavements not exceeding 60 centimetres; tiles of baked clay, slates, and all kinds of common unwrought stone.

Firewood and charcoal in pieces.

Common wood, such as planks, beams, and joists of pine, pitch pine, and other wood, neither planed, tongued, nor grooved, less than 25 centimeters in thickness, and pine wood not specified.

Maize in the grain.

Apples, grapes, pears, and all other fresh fruit, including cocoanuts, even dried.

Machinery reservoirs of galvanized iron and apparatus not mentioned in Class I, the total weight of which exceeds 1,000 kilogrammes, also ice boxes.

Music, manuscript.

Manioc.

Straw and dried fodder, such as hay and other similar fodder for animals, with the exception of medicinal herbs.

Pitch, common, white, black, or yellow.

Logwood, guaiacum, Brazil wood, mulberry wood, sandal wood, rose and similar woods, in shavings.

Cigarette paper.

Pianos, even silent, for practice, without accessories.

Slates, with or without frames, slate books and pencils, slates for billiard tables.

Pine resin.

Wheels for carriages, carts, and wagons, iron axle boxes for the same, and steel wheels fitted on steel axles.

Epsom salts.

Glauber's salts and silicate of soda.

Sienna and black earths for cleaning purposes.

Tombstones of marble, granite, or any other material, unless the competent authorities consider the same of a monumental character.

Wooden laths for roofing ("*teja-mani*").

Chalk, white, in sticks or powder, and marble and glass powder.

Gypsum, in pieces or in powder, and gypsum for casting.

§ 3.—CLASS III.

Duty—25 centimes of the bolivar.

Alimentary oils.

Colza oil and all other oils for lighting purposes, not otherwise mentioned, and bone oil and so-called "*esperma de cristal*" oil, for machines.

Stearic and oleic acids; stearine pure, unworked, and stearine mixed with paraffin, known as trade stearine.

Acetic, hydrochloric, or muriatic acids.

Nitric acid or aqua fortis.

Kerosene oil.

Steel, bronze, brass, copper, tin, pure or alloyed, lead and zinc, in lumps or rough, in bars, cubes, parings, or in perforated or cut-out sheets.

Water of orange flowers, lemonades, and gaseous waters.

Spirits of turpentine.

Knitting needles of steel, wood, bone, caoutchouc, or other similar materials.

Cotton.

Spike lavender.

Alum, not calcined, in lumps.

English yellow or chromate of lead, minium, litharge, mineral manganese, white lead, or carbonate of lead; asbestine.

Stuffed animals.

Advertisements in the form of almanacs relating to medicinal or other industrial products.

Filters and apparatus for filtering water.

Harness and horse collars for use in connection with all kinds of carriages, calashes, coupés, omnibuses, and phaetons, and for all kinds of cars, wagons, and carts.

Ground rice, sago, salep, tapioca, and crushed maize.

Sugar, crude or not refined.

Sulphur, flowers or paste of.

Scales, Roman balances, dynamometers, other than those of copper or where copper predominates; sporting shot and bullets.

Excelsior ("*barba de palo*") and similar vegetable fibres for sparterie.

Barrels, pipes, and hogsheds, put together or not, and staves imported separately.

Wimbles and augers for perforating stones and beams.

Pottery, glazed or not, in any form, not otherwise mentioned.

Zinc white and white bole.

Canes, reeds, rushes, palm, straw, not otherwise mentioned, and osier not worked, "*la espiga de trébol*," for the manufacture of brooms.

Lees of oil.

Cables, rigging, and cordage.

Bowls for tobacco pipes, cigar holders, and pipes, and common clay and faience tobacco pipes, not combined with any other material.

Cannon of all kinds.

Beans of all kinds, chick-peas, lentils, Spanish beans, and all kinds of pulse, garden produce, and alimentary roots, unprepared.

Cloth, unbleached and coarse, cloth called "*coleta*," unbleached, No. 3; common packing cloth, generally employed for cocoa and coffee sacks and for packing, the color of which, naturally dark, has not been changed by a preparation intended to bleach them, even when with colored stripes and checks.

Charcoal in powder, animal charcoal, and lampblack.

Meat, salted in brine, or smoked hams and shoulders, not in boxes; bacon and tongues, smoked or salted, with the exception of jerked meat ("*tasajo*"), the importation of which is prohibited.

Packing cloth lined with paper; fine pasteboard or thick office paper for visiting cards and other purposes, including waterproof paper for presses.

Onions.

Sieves of iron wire.

Hair grass and similar vegetable fibres.

Wax for shoemakers.

Beer and cider.

Chloride of lime, creoline, and disinfectants, liquid or in powder, not otherwise mentioned.

Copper, old and scrap.

Portable kitchens of iron or other metals.

Hearses, including the lanterns ("*vidrios*"), feathers, plumes, and all other accessories thereto, even when they are subject separately to higher duties, provided they be imported together with the hearses in the same or in another package.

Chalk, white or red, in lumps or in powder.

Crucibles of all kinds.

Preserves in vinegar other than olives and capers.

Juniper berries.

Emery in lumps or in powder.

Esparto, raw.

Fuses and quick matches for miners.

Copper scupper nails.

Fountains or basins of iron, marble or any other material, and statues, busts, vases and urns of marble, alabaster, granite, or other similar stones.

Sago flour.

Biscuits of all kinds without confections.

Fluid gas ("*gas fluido*").

Gum arabic.

Wheat flour and semolina prepared for making pastes.

Tools and instruments, such as hammers, sledge hammers, hatchets, capstans, forges, bellows of all kinds, cranes, "*molejones*," large screws for blacksmiths, bickerns, anvils, and other similar tools and instruments.

Manufactures of iron: Wire, excepting galvanized wire, unwrought; wire gauze for mattresses; anchors and chains for vessels; safes, mortars, furniture, copying presses, and machines for stamping paper; nails, tacks, hobnails, rivets, and scupper nails; buildings, not erected, or separate parts thereof, such as balconies, doors, balustrades, gratings, columns, roofs, even when imported separately; statues, urns, flowerpots, busts, and all other similar ornaments for houses and gardens; weights for scales, flatirons, posts for fences; stoves, boilers ("*budares*"), kettles, broilers, pots, frying pans, and other household utensils, tinned or not, enameled or not, with the exception of similar articles of sheet iron and tin plate, which pay duty according to Class IV. Galvanized iron nails and washers are also included in this class. Tin plate, unmanufactured.

Bones, horns and hoofs, raw.

Cotton Holland cloth, blue. *

Toys of all kinds and of whatever material, including "*metras*."

Books, printed, unbound or stitched, not comprised in Class I, pamphlets, copy books and books intended for primary instruction, imported simply stitched or half-bound ("*medio pasta*").

Emery, on paper or linen.

Linseed or linseed meal and colza seed.

Flax, raw.

Earthenware, common and faience, glazed or not, in articles of all forms, not otherwise mentioned.

Walnut wood.

Wood, fine, for musical instruments, furniture, etc.

Wood, in sheets and laths, for veneering.

Wood, sawn, planed or dovetailed.

Lard, except mixed greases known as oleomargarine and butter.*

Machines, reservoirs of galvanized iron, and apparatus not otherwise mentioned, and not exceeding 1,000 kilogrammes in weight. When machines are imported with extra pieces which, taken separately, are subject to a higher duty, the whole will be dutiable as machines when such pieces arrive in the same package.

Mills of all kinds not comprised in Class I.

Ore of iron, copper, and tin; black lead and asbestos.

Potatoes not otherwise mentioned.

Paper of all kinds not otherwise mentioned, and serpentines or paper ribbons.

Fish, pressed, salted, or smoked, not in tins.

Lithographic stones, pumice stone, stones of all kinds and of all forms for grinding or whetting, fireproof stones for blast furnaces, filtering, and other similar stones.

* *Cottolene* is classed in this number under the name of "*oleomargarine cottolene*." ("*Gaceta oficial*," No. 6741, of June 19, 1896.)

Colours, common, prepared in oil.

Potash, common or calcined.

Saltpetre and salt of nitre.

Leeches.

Sardines, pressed in oil, with tomatoes, or prepared in any other manner.

Tallow, prepared for the manufacture of stearine candles or stearine.

Soda, common or calcined.

Carbonate of soda, crystallized.

Sulphate of iron or green copperas.

Sulphate of copper or bluestone.

Tissue or gauze of iron wire, not otherwise mentioned.

Turpentine, common, of Venice.

Poison for preserving skins.

Glass and crystals, smooth, not silvered.

Vinegar, common and empyreumatic, and brandy from the residues of pressed grapes.

Wines of all kinds in pipes, casks, or barrels, and red wines, the product of any country, imported in casks, barrels, bottles, demijohns, or other recipients. When port wine, even red, is imported in bottles or demijohns, it shall be dutiable according to Class IV.

Coffee winnowers ("*venteadores*").

Sumac, powdered or not.

[To be continued in BULLETIN for March.]

GOLD PRODUCTION.

The production of gold in the several republics on the American continent for the years 1896 and 1897 is shown in the table below, taken from the Engineering and Mining Journal of January 1, 1898:

Countries.	1896.			1897.		
	Fine ounces.	Kilo-grams.	Value.	Fine ounces.	Kilo-grams.	Value.
United States.....	2, 558, 433	79, 576	\$52, 886, 209	2, 685, 000	\$3, 512	\$55, 498, 950
Mexico	293, 892	9, 141	6, 075, 108	328, 969	10, 232	6, 800, 000
Central America ...	24, 127	750	498, 450	25, 399	790	525, 000
Argentina	4, 500	140	93, 015	4, 838	150	100, 000
Bolivia	3, 300	103	68, 211	3, 628	113	75, 000
Brazil.....	120, 000	3, 732	2, 480, 400	120, 950	3, 750	2, 500, 000
Chile	33, 866	1, 050	697, 830	33, 866	1, 050	700, 000
Colombia	174, 189	5, 418	3, 100, 500	188, 682	5, 870	3, 900, 000
Ecuador	3, 800	118	78, 546	3, 870	120	80, 000
Peru.....	5, 948	185	122, 945	7, 256	226	150, 000
Uruguay.	6, 880	213	144, 600	7, 256	226	150, 000
Venezuela*	39, 384	1, 225	814, 067	41, 123	1, 275	850, 000

The marked increase in the gold production of Mexico can be accounted for by the development of the mining interests of that country, which are, and have been for the past years, steadily advancing.

Of the Central American States, Nicaragua is the only one whose statistics are precise and authentic. The shipments of gold from Bluefields during the year ended June 30, 1897, were \$169,565, which was an increase of \$31,636 over the previous year.

The figures given for the South American countries for 1897, except Colombia, are estimates based on the most recent and reliable data obtainable from the respective countries. Those given for Colombia are official.

NOTE.—The estimate of the production of gold in British Guiana for the years 1896 and 1897, respectively, quoted in the Journal above referred to are as follows: \$2,558,099 and \$2,583,965. It should be borne in mind that these mines are claimed equally by Venezuela, and this production should be equally credited to that country.

INTEROCEANIC RAILWAY.

The question is again being agitated in South America of a closer union of the commercial and political relations of the different republics by means, primarily, of more rapid intercommunication for the exchange of the productions of these countries, diminishing at the same time the distance, the dangers, and the expense of the long navigation by way of Magellan Strait, and the tempestuous waters of Cape Horn.

Everyone recognizes, especially in Brazil, Peru, Bolivia, and Chile, the great necessity for the construction of a South American interoceanic railway, which, starting from one of the ports of Brazil, Rio de Janeiro, for example, piercing the Cordillera of the Andes by means of a tunnel, would place the ancient Empire of the Braganzas and Europe in direct communication with the four republics of the Pacific Coast, so rich in natural productions.

The technical part of the work, involving the survey of routes, etc., has already been studied, and the plans submitted. The great

obstacle which has hitherto stood in the way of the realization of the undertaking has been the lack of capital. It appears, however, that the question has now entered upon a new practical phase, and that an understanding has been arrived at between the representatives of the four republics immediately interested, who have approved the project looking to a guaranty of the interest on the capital to be invested in the vast undertaking. It may, however, be stated that Ecuador has not yet become a party to the conventions which have been negotiated.

It is said that in Brazil the current of opinion favorable to the enterprise is very strong and that the scheme excites much enthusiasm. Recently a meeting was held at the Engineers' Club in Rio, in which Dr. OLIVEIRA BULHOES was the moving spirit, and which was attended by many capitalists and men prominent in public life. The Bolivian and Chilean Governments were represented by Señor PALAVICINO and Dr. ERRAZURI, their respective ministers in Brazil. At the meeting the many causes which paralyze the intercommerce of the South American nations were fully discussed, as well as the great natural wealth lying dormant, awaiting only the touch of enterprise and energy, which will necessitate the carrying out of this great international undertaking.

Roughly stated, the length of a transcontinental line from Rio to an available port on the Pacific coast would not exceed 2,600 kilometers. Upon the authority of the persons who are moving in the matter, it is stated that the capital required to begin the preliminary work has been tendered and that the inauguration of the work only awaits the cooperation of Ecuador, with the other republics.

SPECIAL ENGLISH MISSION TO SOUTH AMERICA.

The "South American Journal" of January 8, referring to the steps that are being taken by the English government to retain its present trade with South America and to further extend it, contains the following:

"We learn that the government has appointed Mr. WORTH-

INGTON, of Manchester, to proceed on a special mission to South America, with the object of inquiring into the conditions of the local markets for the information of the Board of Trade, which has now under consideration the desirability of establishing a Bureau of Commercial Intelligence. Mr. WORTHINGTON will be accompanied by Sir VINCENT BARRINGTON, who will go out on behalf of the Associated Chambers of Commerce, and both Commissioners are expected to leave this country for South America at the end of the current month.

The Daily Mail, in making this announcement, observes:

The preliminaries of the scheme, the first announcement of which was recently made by Sir COURTNEY BOYLE, at Nottingham, continue to make steady progress. Not only has a considerable amount of expert evidence been taken from a number of chambers of commerce, but a quantity of information of no little value has already been collected. This information, however, does not yet suffice to indicate what will be the final character of the proposed scheme. That, it is suggested, can be ascertained only when the members of the department committee, appointed to consider the proposal, present their report to the President of the Board of Trade who will then submit it, accompanied by his own recommendation, to the Cabinet, with whom the ultimate decision will rest.

CODE OF COMMERCIAL NOMENCLATURE.

The Treasury Department of the United States has issued the following circular adopting the "Code of Commercial Nomenclature," compiled and published by the Bureau of American Republics, as the standard for use in the various custom-houses:

[Department Circular No. 16. Division of Customs.]

TREASURY DEPARTMENT, OFFICE OF THE SECRETARY,
Washington, D. C., January 22, 1898.

To the collectors and other officers of the customs:

Under a resolution of the International American Conference, which recommends to the governments represented therein the adoption of a common nomenclature, which shall designate in alphabetical order, in equivalent terms in English, Portuguese, and Spanish, the commodities on which import duties are levied, to be used respectively by all the American nations for the purpose of levying customs imposts which are or may hereafter be established, and also to be used in shipping manifests, consular invoices, entries, clearance petitions, and other customs documents, the Bureau of American Republics has issued a publication, in three volumes, entitled "Code of Commercial Nomenclature," which

contains 28,000 commercial terms, arranged in such form as to insure convenience of reference in any one of the English, Portuguese, and Spanish languages.

This publication is hereby accepted as a proper reference book for the translation of commercial words and phrases for the use of this Department and of collectors of customs and appraisers of merchandise. Any errors or inaccuracies found therein should be reported to the Department.

W. B. HOWELL,
Assistant Secretary.

TRADE MISCELLANY.

ARGENTINE REPUBLIC.

Introduction of American Coal.

A representative of a large firm of coal dealers in Philadelphia is now in Buenos Ayres with the view of placing the Pocahontas coal on the market of that city. This coal has been used for some time in Central America and the West Indies and has given very satisfactory results. The coal trade between the United States and the Argentine Republic is very small and is capable of great development, provided proper attention is given to the matter and effort made to advance it. The total value of the coal shipped to South American countries in the fiscal year ended June 30, 1897, aggregated only \$145,000. The vast coal fields of Virginia, having an accessible port to the world at Norfolk, should be brought into immediate intercourse with the countries of the West Indies and Central and South America.

Wheat Harvest in Sante Fé.

The wheat harvest in the Argentine Republic, which has been in progress for the past month, is now practically ended. Advices received from the Department of Sante Fé, the center of the wheat-growing district of the Republic, report the crop the largest known for many years. The yield is stated to be not only exceptional in quantity, but the quality of the grain in weight and color is excellent.

Packing of Electric Apparatus.

Complaint is made by importers in Buenos Ayres of the condition in which the electric apparatus shipped to them arrives, owing to the injudicious manner of packing. An instance is cited of an American firm having sent a large number of globe lamps to that market which upon arrival were found to have suffered a large per cent of breakage. Simultaneous with this complaint the statement is made that similar shipments from England had arrived in much better condition. The importance of this suggestion would seem to be manifest to parties interested in this particular trade.

BRAZIL.

Submarine Cable.

The Western and Brazilian cable, between Pernambuco and Ceará, and the Amazon cable, extending from the mouth of the river to Manaus, which have been broken for some time past, have been repaired and messages are again transmitted regularly.

Exports of Rubber.

The exports of rubber from Para in October last amounted to 2,074,644 kilograms, of which 1,061,573 kilograms were shipped to Europe and 1,013,071 to the United States.

Gold Mining in Minas Geraes.

The São Bento Gold Mining Company, which commenced its operations in the State of Minas Geraes one year ago, owns about 10,000 acres of land. The ore, which was estimated to run at an average of 10 pennyweights of gold to the ton, has developed much more richly than was anticipated, much of it running as high as 1 ounce 3 pennyweights. The ore is so friable as not to need stamps for working, it being pulverized by simply passing through rollers, and at once put into cyanide tanks. The capital of the company is \$1,300,000 gold.

Coal Supply.

The Jornal do Commercio is authority for the statement that the Brazilian Financial Company, in London, has contracted for the coal supply of the Central Railway for the next year. The price stipulated is \$6.25 per ton delivered in the port of Rio de Janeiro. One-fourth of the supply may, under the contract, be delivered at Santos at an additional cost of 75 cents per ton.

Sale of Plantations.

The South American Journal states that an English syndicate has been organized for the purpose of buying several coffee plantations in the Department of São Paulo, between Sarandy and Batataes. The gross price to be paid is 18,000,000 milreis. Another syndicate is reported to be organizing in London, with Dutch and American capital to twice that amount, for buying plantations in the west and north of São Paulo.

CHILE.

Exportation of Frozen Meats.

A company has been formed at Valparaiso to export frozen meats from Punta Arenas, in the Strait of Magellan, to Europe. It is said that a trial will shortly be made with a shipment of 20,000 mutton carcasses.

GUATEMALA.

Duty on Electrical Apparatus.

The Government of Guatemala has recently promulgated a decree admitting electric batteries, uncharged, intended for public use, free of duty. Galvanized iron wire and insulated copper wire for electrical purposes, and electrical apparatus are subject to a duty on the basis of their gross weight. Guatemala, like other countries, is introducing in its principal cities the system of electric lighting.

Customs Duties Payable in Silver.

Official advices received from Guatemala state that, dating from July 1, 1897, all import and export duties of the republic shall be paid in silver.

MEXICO.

A Tin-Plate Factory.

A new industrial development is soon to be undertaken in Mexico in the inauguration of a tin-plate factory, and application has been made to the Mexican Government for a suitable concession.

It is thought that owing to the large trade in canned goods, notably fruits and vegetables, which the republic is developing, the proposed new industry will benefit it materially, and the action of the Government is awaited with interest.

Bicycle and Rubber Factory. A concession has been obtained from the Mexican Government by an American manufacturer to construct and operate a bicycle and rubber factory in the City of Mexico. It is the intention of the concessionnaire to utilize the excellent water power which he has secured to generate electric power and to compete with the manufacturers of the United States in the trade in bicycles. Another important feature which is relied upon to make the venture successful is the cheapness of labor in Mexico.

Opening of the Mexico, Cuernavaca and Pacific Railway. An interesting and important event, as marking the internal development and progressive spirit of Mexico, was the formal opening in December last of the Mexico, Cuernavaca and Pacific Railway, which extends from the City of Mexico to Cuernavaca. The occasion was dignified by the presence of the President of the republic and his Cabinet; also members of the diplomatic corps and other distinguished residents in the country. The distance between the present termini of the road is 75 miles, but the importance attached to the enterprise is in the fact that the line is projected to Acapulco on the Pacific coast, and the construction to that port will be carried forward with the same energy that has marked the work up to the present time.

Plans for New Legislative Building Up to December 27, 1897, there had been received for examination twenty-nine sets of plans and specifications for the new legislative palace to be built in the City of Mexico. Some of these were furnished by Mexicans and a few by Europeans, but the majority were the work of American architects.

Electrical Machinery in Mexico. The syndicate operating the street railways of Mexico is preparing to introduce electricity as the motive power. The company owns about 140 miles of road, and it is purposed to equip the entire line, including the connection from Guadalupe to San Angel, with the electric motor. It is estimated that the total cost of the new service will be about \$5,000,000, and opportunities will be given all electrical manufacturers to bid on it.

Textile Industry. The growth of the cotton textile industry in Mexico is attracting the attention of foreign countries. The following figures are given as significant evidence of this development and also of the increasing production of the raw material in the republic. In the first ten months of 1897 Great Britain exported to Mexico 34,301,600 yards of cotton fabric, compared with 42,164,200 yards in the corresponding period of 1896. The imports from the United States for the first nine months of 1896 and 1897 were 6,034,908 yards and 4,503,773 yards, respectively. For the same corresponding periods the imports of raw material from the United States fell off from 12,146,161 pounds to 5,129,429 pounds. It is stated on high authority that three-fourths of the cotton used in Mexican mills is of home production and that every year there is a larger amount raised. Many new mills have been built within the last few years and several more are under con-

tract for construction in the vicinity of Puebla. The profits from the business are very satisfactory, amounting in some instances to 20 and 30 per cent on the capital invested.

Budget for 1898-99.

In the report submitted to Congress by Señor JOSÉ IVES LIMANTOUR for the budget of the fiscal year 1898-99 the estimate of expenses is placed at \$52,089,000, the revenues at \$52,109,000. In the division of revenues the customs receipts are estimated at \$23,847,000, the interior taxes at \$23,092,000. Other sources of revenue complete the anticipated amount.

Concession for a New Smelter.

A concession has recently been obtained from the Mexican Government by parties residing in Kansas City, Mo., for the erection of a smelter in Villa del Carmen, in the State of Coahuila, for the treatment of all kinds of ores. By the terms of the concession the smelter shall have a minimum capacity for treating 25 tons of ore per day. The work of erecting the plant and all of its appurtenances shall commence within two years dating from December 30, 1897, and must be completed, at the latest, within eight months from that date. The machinery and material required shall be free of import duty.

Forfeiture of Railway Concession.

Owing to the failure of the Mexican Southeastern Railroad Company to comply with the terms of its concession, the contract has been declared forfeited by the Mexican Government. The forfeiture is based upon the failure of the concessionnaires to fulfill the terms of article 2, in which it is stipulated that within a year from the promulgation of the concession (December 30, 1896) 100 kilometers of line from San Geronimo to the frontier of Guatemala shall be finished. The forfeiture carries with it the deposit of \$50,000 made with the Government as earnest money for the carrying out of the contract.

NICARAGUA.

National Railway.

In the BULLETIN for December reference was made to a bill then before the Congress of Nicaragua to authorize the sale of the National Railroad and the steamers on Lake Managua that run in connection with it. Under date of October 19, 1897, Mr. PAUL WIESIKE, United States Consul at Managua, advises the Department of State that the bill has been enacted into a law, and that a commissioner appointed by the Government to sell or lease the road will first visit the United States. The complete equipment of the road, according to Mr. WIESIKE, will involve the purchase of one hundred box cars, three engines, the reconstruction of one of the bridges, and repairs to the track, necessitating an outlay of not less than \$100,000.

Gold Mine.

A correspondent writing in the Engineering and Mining Journal states that a new mining camp has been established in the District of Signia, about 20 miles above Rama, and 80 miles above Bluefields, by water. This district, it is believed, will prove very rich, as an assay of float-run made gives a yield of from \$19.50 to \$36 in gold and from 6 to 10 ounces in silver per ton. The mountain streams in the locality

where the quartz is found furnish abundant water power. The parties owning the land are putting in tunnels and preparing to develop their claims on an extended scale.

PERU.

Trade with Lima

The lucifer matches used in Lima are all imported from Sweden, there being no factories for their manufacture in Peru. The importation of this article is very important. The system of lighting the city by electricity is beginning to be adopted, and it is thought that within a comparatively short time it will supersede the present mode of lighting by gas, altogether, both for private and public use. Many of the other principal cities of the republic are interested in this subject, and the opportunity for American manufacturers of electrical apparatus is very favorable. The manufacture of furniture has made such progress in the country that the importation of this article has become insignificant, and is confined entirely to the higher grades.

SALVADOR.

Reduction of the Duty on Spirits.

The import duty on bottled spirits entering Salvador has, through the efforts of United States Consul JENKINS and other representatives of foreign governments in that country, since the 21st of October, 1897, been reduced to \$17.60 in gold and \$21.10 in silver per 100 kilograms, gross weight, when not exceeding 50° proof. Spirits in barrels not exceeding 50° remain unchanged from the former tariff.

UNITED STATES.

Carrying Trade with Latin-America.

The following table, compiled from figures furnished by the Bureau of Statistics, shows the value of the carrying trade between the United States and the various countries of Latin-America for the month of November, and the proportion of same carried in American vessels. According to the same authority, vessels flying the United States flag rank second among the nationalities engaged in this trade, the British leading, followed in order by American, Norwegian, and German vessels:

Countries.	Value of merchandise.	American vessels.
Central America.....	\$622, 678	\$286, 378
Mexico	3, 156, 580	1, 031, 242
Argentina.....	1, 008, 511	148, 889
Bolivia	270	270
Brazil	7, 543, 577	616, 402
Chile	416, 546	88, 531
Colombia.....	659, 326	223, 587
Ecuador.....	116, 455	116, 455
Paraguay.....	524	.....
Peru	176, 533	55, 584
Uruguay.....	310, 301	.....
Venezuela	800, 939	763, 811

URUGUAY.

The Coal Trade.

In a report to the Department of State, made December 4, 1897, Consul ALBERT W. SWALM gives some interesting statistics regarding the coal trade in Uruguay. The bulk of coal consumed in Uruguay comes from Cardiff, with the United States as a competitor. Coals used on railways are free of import duty, but all others pay a tariff of 60 cents per ton. The customs valuation of the coal business has reached \$1,000,000, the retail price of the article ranging from \$8 to \$10 gold per ton, but in 1897 there was a marked falling off in comparison with the preceding year, both in the import and general trade. Mr. SWALM states that a representative of one of the largest coal-exporting companies of the Atlantic coast has recently been in Montevideo for the purpose of making arrangements to bring American coal into closer competition with the Welsh article, and he sees no reason why the venture should not be highly successful, provided the shipments from the United States are kept up to the standard of cleanliness set by the rival companies. Such has not been the case heretofore, and is largely responsible for the failure of American coals to dominate the market.

**Exports of Wool and Sheep-
skins.**

The exportation of wool from the port of Montevideo, according to Mr. SWALM, consul at that port, from October 1 to November 30, 1897, was 6,705 bales, of an average weight of 500 kilograms (1,102.3 pounds) each. Of this number 173 bales were dispatched to the United States, other nations loading as follows: France, 3,105; Belgium, 883; and England, 997. The wool clip is reported as large and generally of a better character than last year. From August 1 to November 30, 1897, 7,729 bales of sheepskins were exported, of which France took the greater proportion.

VENEZUELA.

**Installation of Electric Tram-
way System in Caracas.**

The concession which was granted in July, 1896, to parties for installing an electric tramway system in the city of Caracas has been declared forfeited, owing to the failure of the concessionaire to comply with the terms. At present Caracas has a very imperfect street-railway service, and the lapse of the former grant opens a desirable opportunity for American capitalists interested in the promotion of such enterprises.

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RELACIONES COMERCIALES EN AMÉRICA.— VIII.*

RIQUEZAS INTERIORES DE MÉXICO.

En los artículos anteriores de esta serie hemos tomado en consideración, principalmente, el comercio extranjero de México, la América Central, las Antillas y la América del Sur. Vamos ahora á examinar las riquezas interiores de todos estos países en el orden en que los hemos mencionado, y el desarrollo que han alcanzado como base para la expansión futura de su comercio exterior.

El progreso que se ha hecho en México durante la última década, tanto en la industria como en la agricultura y en el aumento de medios de transportación, que son indispensables para que se pueda aprovechar la riqueza natural de un país, ha sido rápido y positivo. Esto debe atribuirse, en primer lugar, al sistema de gobierno estable, regular y progresivo que ha existido en ese país durante los períodos administrativos del Presidente DÍAZ. Es indudable que México debe una gran deuda de gratitud al sabio y hábil estadista que, con la activa cooperación de los

* El primero de esta serie de artículos fué publicado en el BOLETÍN MENSUAL correspondiente al mes de julio de 1897.

hombres más inteligentes del país, le ha dado una larga época de paz y fomentado su adelanto. Felizmente para México, el Presidente DÍAZ ha sido ayudado en su obra por condiciones económicas, debidas en parte á medidas legislativas que han tendido al establecimiento de industrias peculiares al país y á estimular las empresas y el espíritu de progreso.

México es muy rico en un gran número de productos que el mundo necesita y que hasta el día no han sido producidos en suficiente cantidad para atestar los mercados. En su tráfico de exportación, México no depende de aquellos productos principales, tales como trigo, algodón, lana, azúcar y carnes, cuya producción es tan enorme en las zonas templadas, que, fuera de las épocas de inesperada escasez, ya no es posible realizar con ellos pingües ganancias. Una corriente de riqueza está entrando en aquel país con la producción de metales preciosos y de otros minerales de constante demanda, y con el café, las fibras, el tabaco, la vainilla y las frutas, que todavía se venden á precios relativamente altos en los mercados del mundo. En 1897 México exportó por valor de \$42,000,000 en minerales. En los primeros nueve meses de 1897 vendió en el exterior por valor de \$4,574,252 en café, contra \$3,333,385 durante el mismo período en 1896. La exportación de henequén á los Estados Unidos solamente, durante los nueve meses, aumentó en mucho más de medio millón de pesos, y la exportación total asciende á cerca de \$8,000,000 anualmente. La exportación de naranjas se ha desarrollado notablemente, debido al hecho de haberse averiguado que con las naranjas mexicanas se pueden suplir los mercados americanos cuando la cosecha en los Estados Unidos no es suficiente. Aun en los años en que aquélla es abundante en este país, la producción de México no afecta seriamente á las cosechas de California y Florida, por la diferencia de la época en que la fruta madura y es enviada al mercado. La vainilla lleva á México un millón ó más de pesos al año. La exportación de tabaco le produce próximamente dos millones de pesos, y su calidad se acerca tanto á la mejor clase del artículo cubano, que el desarrollo de esta industria es un hecho asegurado. En animales vivos, cueros y pieles se exporta anualmente por valor de cerca de \$3,000,000. Los bosques de México son muy ricos en maderas de construcción, palos de tinte, plantas medicinales y de otras clases.

La exportación de maderas de ebanistería y de palos de tinte es por valor de \$2,000,000 á \$3,000,000 anualmente, y la abundancia de estos productos es tal que su explotación puede aumentar indefinitivamente.

Por una distancia de cerca de 1,200 millas, desde el Estado de Sonora al de Oaxaca, se extiende, del noroeste al sudeste, una faja metalífera extraordinariamente rica, que ofrece vasto campo á las empresas mineras. En esta región se encuentran, en más ó menos abundancia, oro, plata, azogue, hierro, carbón de piedra, minerales suaves de plomo, asfalto, asbesto, petróleo, sal, cobre, piedras preciosas, ónix y gran variedad de hermosísimos mármoles. En un informe publicado en agosto de 1897, el Cónsul General de Inglaterra en México dice que se están explotando muchas minas de oro nuevas en los Estados de Sonora, Oaxaca y México, y que se debe esperar un gran aumento en la producción del precioso metal. El Estado de Chihuahua es tenido por una de las primeras regiones minerales del mundo. Los ferrocarriles que en la actualidad se están construyendo ofrecerán pronto los medios necesarios de transportación y esto dará por resultado un vasto desarrollo en las empresas mineras. Capital de los Estados Unidos se ha invertido ya en gran escala en las minas de México y hay mucha demanda de máquinas americanas, así como de todo aquello que pueda contribuir á economizar trabajo. Esta demanda aumentará á medida que se vayan explotando nuevas minas y que tomen mayor incremento las empresas mineras en general.

El uso de maquinaria y herramientas americanas aumentará, también con la expansión de los trabajos agrícolas y el mejoramiento en los métodos de cultivo, que necesariamente tienen que venir como resultado del lucrativo tráfico que se hace en el exterior con los numerosos productos de México. Casi toda la meseta central de México es muy fértil y tan productiva, que con los métodos más primitivos de cultivo continúa dando abundantes cosechas después de habérsela utilizado por siglos enteros. Cuando el pueblo comprenda la economía de tiempo y trabajo que se obtiene con las máquinas y herramientas que han dado á los Estados Unidos tanto renombre, y aprenda la manera de usar aquellas, la producción de esta inmensa región aumentará de un modo enorme y se abrirá un vasto mercado para uno de los principales productos de la industria americana.

México, mientras tanto, está creando con actividad industrias nacionales; y no es de dudar que con el tiempo podrá utilizar en algunas de sus manufacturas gran parte de las materias primas que produce. En un informe fechado el 26 de setiembre de 1896, y publicado en los *Special Consular Reports* con el título* de "*Money and Prices in Foreign Countries*," dice el Ministro de los Estados Unidos, Mr. RANSOM, que "las manufacturas se han desarrollado en México considerablemente, con especialidad las de géneros ordinarios de algodón y de lana, telas blanquendas, géneros para chales, indianas, calicós y paño, así como las de los productos de la caña de azúcar, las de alcohol, papel, cigarros y cigarrillos. Muchas personas bien informadas opinan que la baja de la plata ha sido el factor principal en el desarrollo de estas industrias. Esto es verdad hasta cierto punto, porque el descuento que la plata sufre ha ejercido alguna influencia en disminuir la importación extranjera y en estimular la producción interior. Hay, sin embargo, otras causas poderosas que han obrado en el mismo sentido, tales como la sabia, justa y hábil administración del Presidente DÍAZ; la confianza que tanto el pueblo mexicano como los extranjeros tienen en la estabilidad del Gobierno; la construcción de ferrocarriles, de los cuales todos, menos el de Veracruz á la ciudad de México, han sido terminados de 1883 á esta fecha; el mejoramiento de los puertos; el desarrollo del tráfico, y la conducta generosa del Gobierno respecto de las nuevas industrias; en una palabra, el imperio de la ley y de la paz, así como la poderosa influencia del comercio, han contribuido á este resultado.

Sin exagerar, se puede decir que durante los últimos diez años, ciudadanos de los Estados Unidos han invertido en minas, en empresas de ferrocarril, de tierras y de otras clases en México, sumas que arrojan un total mayor que todo el dinero circulante en la República. Al tratar de este asunto, conviene no perder de vista el hecho muy significativo de que los derechos de introducción sobre géneros de algodón y de lana, papel, tabaco y productor alcohólicos, son muy elevados. Los derechos sobre los géneros de algodón fueron impuestos primitivamente en 1830 y continuaron aumentando hasta 1887. Desde entónces han permanecido casi estacionarios. Sobre muchas clases de géneros de algodón

y de lana dichos derechos son casi prohibitivos, y se puede afirmar con seguridad que los derechos sobre los más ordinarios entre ellos han sido, por término medio, durante los últimos diez ó quince años, de 40, 75 y 85 por ciento. A propósito de este particular, envió adjunta copia de lo que dice un eminente escritor, Prosper GLONER, en la obra titulada "*Les Finances des États-Unis Mexicains d'après Documents Officiels*," publicada en 1895. Se expresa así: "La fabricación de géneros de algodón en México debe principalmente su desarrollo á los aranceles de aduana, los cuales con la imposición de altos derechos han vuelto imposible la importación de telas ordinarias de algodón. Un derecho de 5 por ciento fué impuesto por primera vez en 1830 y este fué en aumento hasta 1887."

El Cónsul General de los Estados Unidos, Mr. CRITTENDEN, en un informe que dirigió de la ciudad de México con fecha 7 de setiembre de 1896, y que fué publicado en el tomo primero de las "*Commercial Relations of the United States*," 1895-96, dice que "desde que el tipo del cambio ha variado tanto y de una manera tan desfavorable entre México y los países extranjeros y se han impuesto derechos proteccionistas sobre casi todas los artículos que se consumen en México, muchos que hasta hoy se importaban, tales como frazadas, alfombras, paños de todas clases para hombres, indianas, ropa interior de todos clases, sombreros, calzado y otros efectos, se fabrican en la República de México. Este pueblo ha sabido aprovechar con inteligencia y actividad las circunstancias adversas que se han presentado, y con maravillosa rapidez, tratándose de un país como México, se han establecido grandes y pequeñas fábricas para casi todo género de artículos, haciendo uso de maquinaria moderna que puede compararse favorablemente con la que otros pueblos emplean. Algunas de las telas hechas en México son excelentes en cuanto á la trama y urdimbre, siendo además perfectamente acabadas. Las usan en la actualidad mucho más que en tiempo pasado. Una de las grandes ventajas con que cuentan los fabricantes en México es lo barato del trabajo y la facilidad de emplear el agua como fuerza motriz, pues se la encuentra en todas partes, y á menudo en las inmediaciones de los ferrocarriles que pasan por diversos puntos de la República. Los trabajadores inexpertos están bajo la dirección de

peritos extranjeros que con facilidad los adiestran en la ejecución de las obras más difíciles. Según informes que he recibido, las fábricas pagan dividendos anuales de 20 á 40 por ciento. * * *

“Con el estímulo que producen las causas mencionadas, México no tardará en tener manufacturas en todos los Estados de fácil acceso y que se adapten al establecimiento de las mismas. Los productos de estas fábricas irán mejorando cada día y podrán venderse á precios que excluirán en gran parte de los mercados los artículos más comunes. Hoy mismo se envía calzado de algunos de los Estados del norte de México á nuestro país. He visto aquí algunos géneros perfectamente acabados para vestidos de hombres, y un terno hecho en los mejores establecimientos cuesta de \$20 a \$30, moneda mexicana. México produce gran cantidad de lana. También se cultiva el algodón en algunas partes de la República, pero la cantidad no es suficiente para el consumo, y lo que falta para suplir la demanda, que son de 75,000 á 100,000 pacas anualmente, se introduce de Texas y cuesta, puesto en las fábricas, de 21 á 22 centavos la libra, moneda mexicana.”

El Cónsul General de Inglaterra en la ciudad de México, Mr. CARDEN, está de acuerdo con los representantes de los Estados Unidos relativamente al desarrollo de las empresas industriales en aquel país. En su informe del mes de agosto de 1897, refiriéndose á la gran actividad que se nota en la manufactura de géneros de algodón, dice que “esto puede apreciarse con el hecho de que habiendo sido la cosecha de algodón en México notablemente buena en 1896, la importación de algodón en rama excedió á la del año anterior en más de 30,000 quintales, ó sea más de 10 por ciento, y esto á pesar de que el precio del artículo se ha alzado considerablemente.” El mismo Cónsul atribuye la disminución que se ha notado en la importación de géneros de lana y que ha sido de casi un 12 por ciento, “á lo mucho que ha mejorado la calidad de las manufacturas nacionales.” El aumento en las importaciones de hierro y acero, casi 70 por ciento, lo explica Mr. CARDEN, por la “extraordinaria actividad que ha habido en la construcción y mejoramiento de obras de permanente utilidad para el país.”

El desarrollo industrial de México ha sido acompañado de un aumento notable en sus medios de transporte. El 1 de julio de

1897, la República tenía abiertas al tráfico 7,365 millas de ferrocarril, y es natural esperar, en vista del progreso de los últimos años y de las vastas riquezas que buscan una salida para los mercados del mundo, que la construcción de vías férreas se extenderá mucho dentro de poco tiempo. En su informe de 7 de setiembre de 1896, el Cónsul General CRITTENDEN dice lo siguiente: "Hoy se puede ir por ferrocarril casi á todas las partes de la República y se puede venir de los Estados Unidos á México, ó por una de las tres vías férreas, ó tomando en Nueva York los magníficos vapores que van á Tampico ó á Veracruz. De estos últimos puntos se hace el viaje en ferrocarril á la ciudad de México. Casi todas las vías férreas, sin embargo, han sido construidas del lado del Atlántico, y es por esto que el del Pacífico es casi inaccesible, y para llegar á él es preciso dar muchas vueltas. Esto, sin embargo, cambia rápidamente, y al presente se están construyendo con actividad tres ferrocarriles que irán á terminar en algunos de los puertos de la costa del Pacífico. Pronto podrá decirse con verdad que la locomotora atraviesa en México por todas partes. El Gobierno presta su ayuda material á la construcción de estos ferrocarriles."

Desde la época en que Mr. CRITTENDEN dirigió su informe, se ha terminado el Ferrocarril de Tehuantepec, que une el Atlántico con el Pacífico y que promete ser un factor en el tráfico internacional, además de facilitar la comunicación entre la costa oriental y la occidental de la República. Esta vía férrea también se enlazará más tarde con el gran sistema ferrocarrilero de la mesa central.

El comercio marítimo de México por el Atlántico está, en su mayor parte, en manos de la "New York and Cuba Mail Steamship Company," también conocida con el nombre de Línea de Ward, que tiene una flota de hermosos vapores que corren entre Nueva York y los principales puertos mexicanos en el golfo, incluyendo á Progreso, Veracruz, Tampico, Campeche, etc. Estos vapores hacen escala en la Habana. En el Pacífico, los vapores de la "Pacific Mail Company," que salen de San Francisco, tocan en varios puertos mexicanos, entre ellos Salina Cruz, Acapulco, Manzanillo y Mazatlán.

Desde hace algunos años se está tratando de mejorar las prin-

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cipales bahías de México, y el Gobierno ha dedicado á esto especial atención. En los dos puertos importantes del golfo, Tampico y Veracruz, se han llevado á cabo grandes trabajos con el fin de que los navíos encuentren allí un anclaje seguro. En Salina Cruz y en Coatzacoalco, que son los puertos terminales del istmo de Tehuantepec en el Pacífico y en el Golfo, obras semejantes están en vía de construcción, y es indudable que á medida que el comercio y la industria se desarrollen en México, los puntos más importantes del litoral, tanto oriental como occidental, estarán provistos de todas las facilidades modernas para un tráfico marítimo.

Además de los ferrocarriles, México cuenta con medios de transporte en sus ríos y lagos que pueden desarrollarse mucho, aunque las condiciones topográficas y climatológicas del país son tales, que es impracticable por largas distancias la navegación no interrumpida de los ríos durante todo el año. El Cónsul General de los Estados Unidos, Mr. CRITTENDEN, en un informe publicado en los *Special Consular Reports* de 1895, con el título de "*Highways of Commerce*," dice á este respecto lo siguiente: "La configuración del país y el carácter de las estaciones hacen imposible la existencia de grandes ríos navegables. Es solamente al nivel de la costa que unos pocos ríos se prestan al tráfico por medio de embarcaciones menores, y no son navegables por más de 125 millas los que desaguan en el Golfo, ni por más de 62 los que llevan sus aguas al Pacífico.

Los numerosos picos, cuyas alturas varían de 10,000 á 17,000 pies sobre el nivel de mar, están apenas cubiertos de nieve, y la cantidad que de ésta cae no es suficiente para producir grandes corrientes de agua. En las mesetas centrales hay unos pocos lagos que los indios utilizan, hasta cierto punto, para el tráfico que hacen por medio de pequeñas canoas toscamente construidas. Debido á la topografía, no es posible construir canales, excepto en la costa del Golfo y en las planicies de los Estados centrales y de la frontera del norte; pero el mayor obstáculo á la navegación interior es el hecho de que en ciertas épocas del año, principalmente en la estación seca, ya sea por la evaporación natural ó por el poco cuidado en el uso del agua para regar las tierras, el volumen de los ríos se reduce de tal modo, que no pueden flotar en ellos ni las embar-

caciones más pequeñas. Tarde ó temprano se pondrá coto á este excesivo gasto de agua, porque las autoridades tienen cuidado de proteger y conservar todos los elementos que contribuyen al progreso de México. Esta falta de medios de navegación podría en cierto modo salvarse haciendo canales por donde corriera el agua que existe en depósitos naturales en varias partes de la República, llevándola así, á intervalos, en ciertas estaciones del año, á los ríos y canales navegables á fin de mantener en ellos constantemente la profundidad necesaria.

El Gobierno de México ha demostrado ya que sabe apreciar el valor de empresas de ese género, celebrando contratos para la construcción de canales importantes, incluyendo el de Chijol, de 250 millas de largo, entre Tampico y Tuxpán, y la canalización del río Temporal que desagua en el Panaco, cerca de Tampico. Hay muchos otros ríos que pueden utilizarse haciendo en ellos trabajos de mayor ó menor magnitud, y cuando México tenga un sistema fluvial eficiente, las condiciones del comercio interior mejorarán notablemente. “Los esfuerzos del Presidente DÍAZ y su generosidad con las empresas de ferrocarril y las líneas de vapores,” dice el Cónsul General CRITTENDEN, “han sido los principales factores en el establecimiento de medios de comunicación en toda la República, realizando él así lo que ninguno de su predecesores pudo hacer jamás, esto es, convertir á este país en uno de los más prósperos de la América española. Puede tenerse por cierto que la misma política se seguirá tratándose de los ríos y caminos con los mismos benéficos resultados.

El desarrollo interno de México y el incremento que han tomado sus industrias y su tráfico tienen especial importancia para el pueblo de los Estados Unidos, no solamente porque contribuyen al aumento general del comercio, sino porque ayudan á crear las mejores condiciones para la inversión del capital americano, para el espíritu de empresa y el trabajo de este país, así como para el consumo de maquinaria, herramientas, ferretería, y otras manufacturas en que los Estados Unidos sobresalen. En las empresas de ferrocarril y de minas de México hay ya invertido mucho capital americano, y es de esperarse que la agricultura y la industria atraerán la riqueza y la inteligencia que no encuentren ocupación en la gran República del norte. Felizmente, los artículos que cada

país ofrece en cambio por los del otro son, con pocas excepciones, de tal naturaleza que no pueden entrar en competencia con los productos de la industria nacional, y á medida que las riquezas de México se desarrollen, los lazos comerciales que unen á los dos países serán mayores y más fuertes para provecho de ambos.

Joseph P. Smith

REPÚBLICA ARGENTINA.

INFORME SOBRE INMIGRACIÓN.

Los siguientes datos relativos á la inmigración en la República Argentina son tomados de un informe oficial en fecha reciente.

No se conoce con exactitud el área de la República, pero se calcula en 1,172,000 millas cuadradas. La población total, según el censo de 1895, es próximamente de 4,000,000 de habitantes ó sea 1.33 por kilómetro (3.41 millas cuadradas). Tomando por base la densidad de población en Francia (73 por kilómetro cuadrado), encontramos que el país es capaz de contener más de 200,000,000 de habitantes. A pesar de los rápidos é intensos cambios climatológicos, el país es saludable en alto grado y adaptable á los habitantes de las zonas templadas. La mortalidad del país está limitada en gran parte á los niños, á causa de la falta de conocimiento de los padres respecto á los principios de la higiene.

Lo agradable del clima, la fertilidad del terreno, las facilidades para la construcción de ferrocarriles por razón de la topografía del país, el número de ríos que lo atraviesan y la extensión de las costas, son causas suficientes á atraer una numerosa y buena inmigración. En las legítimas esferas del trabajo hay espacio para un aumento de población de 90,000 á 100,000 por año. Lo que importa es que el inmigrante traiga algún conocimiento y algún capital, y que venga con el propósito de comprar algún terreno á su llegada, fabricar una casa, labrar la tierra y formar una familia. De esta clase de inmigrantes el país pueda recibir un número ilimitado. En toda la República hay tierras que se pueden comprar á muy bajo precio y que sólo necesitan una ligera preparación para el cultivo, la cría de ganado, etc.

Ha sido característico del inmigrante que hasta el presente ha llegado á este país, establecerse en las ciudades más populosas, en vez de emplear su fortuna con mayor provecho tomando tierras y haciéndolas producir.

La inmigración de italianos en la Argentina ha sido hasta ahora la mejor y más numerosa; ellos son los únicos que se han extendido por todo el país, utilizando las ventajas que éste ofrece.

Los siguientes cuadros muestran cual ha sido la inmigración durante los últimos cuatro años y medio, y expresan la nacionalidad y profesión de los inmigrantes de 1894-96.

Años.	Número de inmigrantes que han llegado en cada año.
1893	52,097
1894	54,720
1895	61,266
1896	102,673
1897 (primera mitad).....	135,734

Nacionalidad.	Número.			
	Primera mitad de 1897.	1896.	1895.	1894.
Norte-americanos.....	37	79	46	79
Arabes	5	12	11	.....
Argentinos.....	143	290	316	269
Armenios .....	.....	53	.....	.....
Austriacos	1,003	903	549	440
Belgas	96	318	211	248
Bolivianos .....	.....	.....	1	.....
Brasileros.....	553	58	91	128
Ingleses	264	429	329	385
Chilenos	17	3	2	.....
Daneses	47	126	115	99
Holandeses	4	61	36	18
Egipcios .....	.....	8	.....	.....
Franceses	1,652	3,480	2,448	2,107
Alemanes	436	1,039	1,067	971
Griegos	13	3	12	7
Italianos	23,303	75,204	41,203	37,699
Moros	25	212	27	117
Paraguayos	2	3	5	.....
Peruanos	1	.....	1	.....
Portugueses.....	76	212	178	200
Rumanos	18	20	6	2
Rusos	301	575	2,336	3,132
Espanoles.....	7,198	18,051	11,288	8,122
Suecos	22	52	62	42
Suizos	162	679	465	516
Turcos	251	724	369	122
Uruguayos.....	105	13	52	17
Total	35,734	102,673	61,226	54,720
Aumento anual.....	.....	41,447	6,506	2,653

Profesiones y oficios.	1896.	1895.	1894.
Agricultores.....	58, 388	32, 941	30, 915
Boticarios.....	11	16	9
Arquitectos.....	3	6	3
Panaderos.....	74	66	58
Barberos.....	92	54	41
Herreros.....	527	322	231
Encuadernadores.....	26	19	32
Albañiles.....	2, 243	917	802
Fabricantes de ladrillos.....	158	46	58
Ebanistas.....	59	43	14
Calafateadores.....	23	19	12
Carpinteros.....	886	634	533
Escribientes y amanuenses.....	1, 572	839	722
Cocheros.....	49	46	54
Cocineros.....	461	308	222
Toneleros.....	87	74	32
Dependientes.....	581	204	113
Trabajadores.....	15, 983	8, 988	6, 982
Dibujantes.....	22	11	8
Doctores.....	21	9	11
Tintoreros.....	27	19	16
Ingenieros.....	9	5	3
Maquinistas.....	87	75	28
Grabadores.....	16	8	10
Pescadores.....	59	34	19
Fabricantes de muebles.....	34	17	41
Jardineros.....	246	102	91
Doradores.....	44	36	19
Fabricantes de guantes.....	38	17	21
Sombrereros.....	64	31	40
Ensambladores.....	28	19	24
Litógrafos.....	16	4	17
Mecánicos.....	80	64	97
Harineros.....	85	52	38
Miñeros.....	418	309	218
Músicos.....	226	81	74
Pintores.....	42	29	18
Farmacéuticos.....	19	10	15
Fotógrafos.....	32	16	17
Impresores.....	18	11	9
Talabarteros.....	53	47	33
Aserradores.....	67	32	28
Marineros.....	165	96	158
Costureras.....	2, 983	1, 498	1, 391
Maestros de escuela.....	.....	.....	12
Zapateros.....	687	276	198
Tenderos.....	2, 128	1, 123	895
Cantores.....	86	96	73
Fogoneros.....	307	211	147
Picapedreros.....	496	141	187
Maestros de obra.....	19	15	.....
Agrimensores.....	9	5	2
Sastres.....	582	218	192
Curtidores.....	161	147	139
Caldereros.....	.....	17	15
Hojalateros.....	62	87	79
Torneros.....	42	38	22
Cajistas.....	.....	.....	17
Vinicultores.....	150	124	47
Relojeros.....	.....	.....	14
Tejedores.....	105	87	71
Sin profesión ni oficio.....	11, 717	10, 467	9, 314
Total.....	102, 673	61, 226	54, 720

BOLIVIA.

FOMENTO DEL COMERCIO CON LOS ESTADOS UNIDOS.

En una comunicación dirigida al Director de esta Oficina sobre el desarrollo general del comercio entre Bolivia y los Estados Unidos, y sobre los esfuerzos que á este fin está haciendo dicha Oficina, el Señor DON LUIS PAZ, Ministro de Bolivia en los Estados Unidos, dice lo siguiente:

* * * * *

“Han sido repetidos los ensayos del comercio de manufacturas de las plazas de Bolivia con la América del Norte, y han encontrado con los inconvenientes de falta de trasportes directos y de relaciones de bancos. La mayor parte de los algodones, particularmente de los lienzos, que se consumen en Bolivia son de la América del Norte, comprados en Europa, por las ventajas que ofrecen los transportes directos á Buenos Aires ó a los puertos del Pacífico y por las facilidades en los giros de valores.

“Conviene llamar la atención del Gobierno y de los industriales americanos sobre estos puntos esenciales para las relaciones del comercio. He procurado interesar á mi Gobierno y á mi país para que abran las corrientes comerciales é industriales con la América del Norte que puede hacer competencia ventajosa á Europa sobre muchos artículos.

“Con este objeto he presentado extensos informes sobre los medios de hacer propaganda con el Bureau of American Republics y con el Philadelphia Museum, haciendo conocer nuestras fuentes de produccion y de riquezas.”

* * * * *

BRASIL.

NUEVA CAPITAL DE MINAS GERAES.

En 12 de diciembre último se celebró, con las formalidades del caso, la traslación oficial á Bello Horizonte de la capital del Estado de Minas Geraes. Asistieron al acto todos los funcionarios y principales ciudadanos del Estado. El Gobernador firmó

en el acto el decreto trasladando la capital de Ouro Preto á Bello Horizonte.

La siguiente breve descripción de la nueva capital, está tomada del Jornal do Commercio de Rio: "La ciudad de Bello Horizonte está situada en un extenso y hermoso valle rodeada por cuatro colinas de poca elevación, circundada en parte por la cordillera de El Rei, y dividida por un pequeño río (el Arrudas) y sus tributarios. La ciudad contiene treinta y ocho edificios públicos; los principales son el Capitolio, no concluido todavía, los cuatro Departamentos del Interior, de Hacienda, de Agricultura, y de Policía; la Imprenta del Gobierno; la Audiencia; el Gimnasio y el Establecimiento de fuerza eléctrica; la Iglesia del Rosario; las residencias de varios secretarios, y jefes de oficina; la estación de ferrocarril y un gran número de casas de estilo moderno. La población total de la ciudad es de unos 12,000 habitantes.

Una de las partes más importantes de la ciudad es el parque central, que contiene 178 acres. Las calles son rectas y tienen una anchura de 65 pies; son intersectadas por avenidas de 114 pies de ancho. La avenida principal es la de Affonso Penna, de 162 pies de ancho y 347 yardas de largo. Hay agua en abundancia y la ciudad está alumbrada por luz eléctrica, inaugurada el 11 de diciembre.

Los gastos de traslación de la capital y los ocasionados por la construcción de nuevos edificios destinados al servicio del ramal de ferrocarril Bello Horizonte, han ascendido, hasta el presente, á la suma de \$11,000,000.

COLONIA DE BELIZE.

OPORTUNIDADES COMERCIALES.

El Cónsul ALBERT E. MORLAN dice, en un informe dirigido al Departamento de Estado, publicado en los "*Consular Reports of the United States*" correspondientes al mes de febrero, que la municipalidad de Belize, capital de la colonia de este nombre, está considerando el proyecto de proveer aquella ciudad con todo lo necesario para la extinción de incendios. El informe dice en sustancia que tal vez se necesiten dos bombas de vapor, por lo

menos, con las mangueras, carretones, escaleras, etc., que se necesitan, así como también una torre de agua, con cañerías maestras y bocas de agua para las principales calles. Los que deseen entrar en los detalles de este asunto, pueden comunicarse con el Cónsul de los Estados Unidos, quien presentará sus proposiciones, etc., á las autoridades.

Tratando del comercio de los Estados Unidos con la Colonia de Belize, dice el Cónsul MORLAN que los Estados Unidos casi monopolizan dicho mercado, pero que debido á los activos esfuerzos de las compañías "Anglo-Swiss" y "Nestlé," que negocian en leche, este artículo americano, aunque se considera superior, apenas tiene ya salida en el mercado. El mencionado Cónsul aconseja á los hombres de negocios que quieran extender sus operaciones en aquel país, que se unan y establezcan una agencia activa en Belize. Hay allí oportunidades para el desarrollo del comercio en leche, aguas gaseosas, paños, géneros de algodón, drogas, loza común, cristalería, ferretería y cuchillería, sombreros, pinturas, víveres, galletas en lata, cuerdas y bramante, artículos de talabartería, perdigones y municiones, sedas, géneros de lana, cerveza blanca y negra, velas, pólvora, aceites (no minerales), jabón, licores y vinos, ladrillos, arroz y sal.

CHILE.

ESTADÍSTICA COMERCIAL DE 1896.

Esta Oficina acaba de recibir la estadística oficial del comercio extranjero y de cabotaje de Chile durante el año 1896, y hacemos de aquel valioso y amplio documento, el siguiente extracto. En las computaciones se le da al peso un valor de 76 centavos, oro. El valor de las mercancías sujetas á derechos de importación, está tomado de la valuación establecida en los aranceles, y el de los artículos que entran libres de derecho se calcula por los precios declarados en las facturas. El valor de las exportaciones se calcula con arreglo á los precios corrientes del mercado.

La estadística comprende dos secciones: una bajo el título de "Comercio General," y la otra bajo el de "Comercio Especial." La primera sección comprende todos los géneros que se importan en el país, ya sean para el consumo local ó ya para ser reembarcados,

y todos los artículos que se exporten, incluyendo los de tránsito. La segunda sección comprende, clasificadas, todas las importaciones destinadas al consumo nacional, todas las exportaciones de manufacturas nacionales y las manufacturas de origen extranjero que se saquen de las aduanas para reembarcarlas. El primer cuadro, ó sea el del "Comercio General," muestra el valor total de las importaciones y exportaciones de la República en el año 1896, comparado con el de 1895, y el aumento ó disminución correspondientes. Se verá por este cuadro que hay una disminución en el comercio extranjero, ascendiente á \$13,278,000.

El segundo cuadro contiene las cifras del "Comercio Especial," y muestra un aumento de \$6,315,785 en 1896, que es el aumento mayor que se registra en los anales estadísticos de la República.

	1895.	1896.	1896.	
			Aumento.	Diminución.
Comercio General:				
Importación.....	\$83, 856, 789	\$68, 464, 717	.....	15, 392, 172
Exportación.....	76, 244, 441	78, 358, 612	2, 114, 171	.....
Total	160, 101, 230	146, 823, 229	2, 114, 171	15, 392, 172
Comercio Especial:				
Importación.....	69, 206, 552	74, 082, 805	4, 876, 253	.....
Exportación.....	72, 919, 882	74, 359, 414	1, 439, 532	.....
Total	142, 126, 434	148, 442, 219	6, 315, 785	.....

Las cifras del comercio de tránsito acusan un aumento de \$514,639 en 1896; el comercio de cabotaje sufrió un descenso de \$36,219,204, comparado con el de 1895.

El siguiente cuadro, que expresa el valor de la importación por países, acusa un aumento en la importación de artículos provenientes de los Estados Unidos, que ascendió á \$2,229,551.

Países.	1895.	1896.	1896.	
			Aumento.	Diminución.
Gran Bretaña.....	32, 086, 959	30, 249, 002	.....	1, 837, 957
Alemania	17, 299, 039	29, 080, 943	2, 781, 904	.....
Estados Unidos	4, 579, 614	6, 807, 155	2, 227, 551	.....
Perú	4, 476, 388	4, 397, 230	.....	59, 158
Argentina.....	5, 141, 351	4, 105, 244	.....	1, 036, 107
Francia	1, 644, 059	2, 834, 216	1, 190, 157	.....
Australia	680, 479	1, 522, 293	841, 814	.....
Uruguay.....	498, 443	711, 641	213, 198	.....
Italia	539, 790	692, 534	152, 744	.....

Países.	1895.	1896.	1896.	
			Aumento.	Diminución.
India	593, 575	557, 530	.....	36, 045
España	361, 438	469, 753	108, 316	.....
Bélgica	208, 283	330, 925	122, 542	.....
China	157, 538	284, 668	127, 130	.....
Ecuador	172, 685	197, 388	24, 703	.....
Brasil	301, 006	186, 622	.....	114, 384
Paraguay	230, 141	182, 450	.....	47, 691
Polinesia	3, 108	168, 024	164, 916	.....
Colombia	99, 307	130, 092	30, 785	.....
Costa Rica	80, 064	97, 213	17, 149	.....
Suecia .....	.....	20, 360	20, 360	.....
Guatemala	3, 054	10, 391	6, 537	.....
Holanda	48	570	522	.....
Bolivia	18	250	232	.....
Portugal	250	130	.....	120
Suiza	4, 610	.....	.....	4, 610
Pesca de ballena	64, 405	46, 171	.....	18, 234
Total	69, 206, 552	74, 082, 805	8, 030, 559	3, 154, 306

Aumento en 1896, \$4,876,253.

El tanto por ciento de la importación que hace en Chile cada uno de los principales países, es como sigue:

Gran Bretaña	40. 83
Alemania	27. 10
Estados Unidos	9. 18
Perú	5. 93
Argentina	5. 54
Francia	3. 82
Australia	2. 05

Como se ve por el cuadro precedente, el valor de la exportación, sin incluir el comercio de tránsito, ascendió á \$74,359,414, distribuidos en las siguientes partidas:

Productos mineros	\$61, 322, 833
Productos agrícolas	11, 124, 379
Artículos manufacturados	54, 922
Miscelánea	105, 409
Efectivo	768, 012
Total	73, 385, 645
Artículos extranjeros que pagaron derechos	412, 827
Efectivo extranjero	560, 942
Total	74, 359, 424

Comparada esta cantidad con la del año precedente, resulta un aumento de \$1,439,532. Del análisis de las partidas resulta un aumento de \$1,146,342 en los productos mineros; de \$1,769,226

en los productos agrícolas, y de \$1,964 en los artículos manufacturados. Las siguientes partidas acusan un descenso en 1896, comparadas con sus similares de 1895: Miscelánea, \$105,188; efectivo, \$703,478; artículos extranjeros que pagan derechos, \$147,790, y efectivo extranjero, \$521,544. El descenso del nitrato fué de \$1,596,843; el del carbón, de \$126,667, y el del oro, \$98,758.

Las estadísticas comerciales en que nos ocupamos, contienen además del comercio general de 1896, una sinopsis del comercio de la República, correspondiente á la primera mitad de 1897, comparado con el de igual período en 1896. El valor total del comercio de la primera mitad de 1897, fué de \$59,003,284, contra \$77,099,201 en los primeros seis meses de 1896. La importación de 1897, ascendente á \$32,032,677, acusa un descenso de \$5,997,883, comparada con la de 1896. El valor de la exportación en 1897 fué de \$26,970,607; comparadas estas cifras con las de la exportación durante igual período en 1896, resulta un descenso de \$12,098,034.

GUATEMALA.

MEDIDAS ECONÓMICAS.

El Departamento de Estado ha recibido de la Legación de los Estados Unidos en Guatemala, copia de dos decretos relativos á la situación económica de aquella República. El primer decreto dispone que desde el 1º de enero del corriente año, quedarán unificadas todas las deudas reconocidas por el Gobierno, y que para seguridad de los acreedores se emitirán bonos de la deuda interior que se cambiarán por los actuales bonos de la deuda flotante, por los de los tres millones, por los de la exposición, por los del empréstito de los bancos en mayo, por los del empréstito de setiembre y por los documentos autorizados á cargo del comité de la exposición centro americana.

Los bonos de la deuda interior serán de \$100, \$500 y \$1,000 y devengarán un interés de 12 por ciento anual. Estos bonos serán amortizados por sorteos trimestrales que comenzarán en marzo de 1899 y las cantidades serán determinadas en el presupuesto. El interés será pagado por el Banco de Guatemala al

fin de cada mes á partir de enero de 1898. Los bonos de la deuda flotante serán cambiados por los de la deuda interior con el descuento de la mitad del interés acumulado á la fecha. Las fracciones menores de \$100 no pagarán interés, y el Director General de Cuentas emitirá certificados en cambio de las mismas. Los bonos de la deuda interior destinados á cubrir los documentos del empréstito de guerra de setiembre, quedarán en poder del Director General de Cuentas y serán entregados á los tenedores de dichos documentos una vez que los presenten cancelados.

Para el servicio de esta deuda se consignan 15 centavos del impuesto sobre cada botella de aguardiente que se venda en los depósitos nacionales, desde el 1º de enero hasta el 30 de setiembre de 1898, y después de esta fecha se reservarán asimismo 25 centavos del impuesto y 5 por ciento de los derechos sobre las mercancías extranjeras. El Banco de Guatemala queda encargado del servicio de la deuda interior.

El segundo decreto dispone la redención gradual, en plata, de todos los billetes en circulación que sean presentados á los bancos de la República. Este decreto declara en sustancia que el Presidente, considerando que el permiso concedido á los bancos para suspender los pagos en metálico expira el 1º de enero de 1898, dispone que se recojan en los meses de enero y febrero de 1898 los billetes de \$1 y \$5; en marzo los de \$1, \$5, \$10 y \$50; en abril los de \$1, \$5, \$10, \$20, \$25 y \$100; y en mayo quedarán establecidos los pagos en plata, en general. Los depósitos hechos en los bancos después del 1º de enero, se pagarán en la clase de moneda en que se hicieren, ya sea billete o ya metálico. El decreto de 21 de mayo queda alterado en el sentido de que los billetes no incluidos en el cambio gradual mencionado, continuarán como moneda de curso legal hasta el 30 de abril de 1898.

NICARAGUA

LA COSECHA DE PLÁTANOS EN BLUEFIELDS.

Los siguientes datos relativos á la cosecha de plátanos de Bluefields en noviembre de 1897, son tomados de un informe oficial dirigido al Departamento de Estado.

Número y precio de los racimos de plátanos exportados en noviembre de 1897 y noviembre de 1896.

Año.	Racimos.	Precio.	
		Número.	Pesos.* Centavos.
1897	{	32,000	.50 20.6
		45,000	.40 16.5
		8,500	.20 8.4
		11,500	.10 4.1
	{	97,000	.....
1896	{	11,000	.35 16.05
		29,000	.30 13.75
		4,000	.15 6.88
	{	44,000	.....

* Pesos de Nicaragua.

El importe pagado á los plantadores en noviembre de 1897, fué de 36,850 pesos (\$15,227.27), y la cantidad pagada por flete, etc., fué 30,487.59 pesos (\$12,598.17). En igual mes del año anterior, se pagaron 13,150 pesos (\$6,032.12) á los plantadores y el importe de los fletes fué 14,936.60 pesos (\$6,851.65). Total en noviembre de 1897, 67,337.59 pesos (\$27,825.44), contra 28,086.60 pesos (\$12,883.77) en noviembre de 1896.

En noviembre de 1897 se despacharon cinco cargamentos para Nueva Orleans, que comprendían un total de 45,000 racimos enteros, 8,500 medios racimos y 11,500 cuartos racimos; y dos cargamentos para Mobile que hicieron un total de 32,000 enteros. En noviembre de 1896, se despacharon dos cargamentos para Nueva Orleans (17,000 enteros y 4,000 medios), y dos para Mobile (23,000 enteros). En noviembre de 1896, sólo había dos líneas de vapores; ahora hay tres, y una de las compañías tiene dos vapores. El aumento de precio, dice el Agente consular, se debe á la competencia entre los exportadores.

PARAGUAY.

EL PARAGUAY EN LA EXPOSICIÓN DE BRUSELAS.

El honorable JOHN STEWART, Cónsul General del Paraguay en los Estados Unidos, ha remitido á esta Oficina la siguiente memoria escrita por el Ministro de Relaciones Exteriores, Don

JOSÉ DECOUD, relativa á la parte que aquella República tomó en la Exposición Internacional de Bruselas de 1895.

La participación que el Paraguay ha tenido en el gran certamen internacional últimamente celebrado en Bruselas, á pesar de que tuvo que concurrir de un modo precipitado por el corto tiempo de que dispuso para ello, ha venido á demostrar de una manera palmaria los grandes adelantos realizados en aquel país en estos últimos años.

El Paraguay, cuyo pasado tanto contribuyó á perjudicarle á los ojos del extranjero, ya no es actualmente la región misteriosa de siniestras dictaduras, sino un pueblo viril y emprendedor, fortalecido al aliento moderno, donde el inmigrante honrado, como el rico capitalista, hallarán ancho campo á su actividad, al amparo de las más ventajosas leyes y de uno de los gobiernos más liberales de Sud América.

Después de la guerra con la triple alianza argentino-brasilero-oriental, en que consumió casi todas sus energías, el Paraguay se ha levantado con sus propios esfuerzos y en 25 años de constante trabajo, bajo los benéficos auspicios de una paz casi nunca interrumpida, ha sabido conquistarse un puesto honroso y respetable entre sus hermanas del sur. Prueba de esto es el éxito obtenido en la última exposición de Bruselas.

Tanto las artes como las industrias, la agricultura y la bibliografía nacional tuvieron allí honrosa representación, como lo prueban los premios obtenidos, muy superiores á los que se les ha discernido anteriormente en casos análogos y con un número mucho mayor de expositores, lo cual hace suponer fundadamente que si dificultades motivadas por el receso de las Cámaras legislativas no hubieran impedido á este país prepararse para el certamen con algunos meses de anticipación, habría figurado con inesperado brillo entre los demás países.

La impresión producida por la sección paraguaya no ha dejado, sin embargo, de responder á sus méritos, á juzgar por los siguientes párrafos que entresacamos del informe del Señor OOSTENDORP:

La sección del Paraguay fué una de las primeras visitadas, y tuve el honor de esperar á S. M., teniendo á mi lado al Sr. HEMELEERS FIÉVÉ, Cónsul de la República en Bruselas. La vista del palacio nacional en la Asunción, representada por el gran cuadro decorativo de que ya he informado á V. E., hizo impresión á S. M. y me pidió detalles á este respecto; dirigiéndose entonces al Señor Ministro

de la Industria y del Trabajo, hizo la muy amable observación de que se podría ir al Paraguay con el objeto de buscar inspiraciones para erigir nuevos edificios. Los muebles de madera del país llamaron también la atención del Rey, y preguntó si habían sido hechos en Europa, á lo que pude, con mucho placer, contestar que fueron hechos en el Paraguay.

Se puede decir que para muchos visitadores, la sección es una verdadera lección objetiva del estado avanzado de cultura del Paraguay, así como lo demuestran los productos mandados y la numerosa é interesante colección de vistas fotográficas de la capital y del campo.

Los premios obtenidos han sido los siguientes:

Cuatro diplomas, grand prix.

Dos diplomas de honor.

Ocho diplomas, medalla de oro.

Diez y seis diplomas, medalla de plata.

Quince diplomas, medalla de bronce.

Cinco diplomas, mencion honorífica.

Total, 50 premios para 40 expositores, debiendo advertirse que en la Exposición Universal de Paris de 1889 el Paraguay obtuvo 54 distinciones, con solo dos grand prix para un número de expositores mucho mayor.

Los premios enumerados corresponden en su mayor parte á la industria y á la agricultura nacionales, habiendo llamado también muchísimo la atención la poderosa riqueza vegetal de aquella tierra y las especialísimas propiedades de la yerba mate, cuyo uso se halla tan generalizado en la parte meridional de la América del Sur, comenzando ya también á propagarse en las regiones del norte.

SANTO DOMINGO.

NOTAS COMERCIALES.

Mr. E. D. YORK, secretario de la compañía denominada "San Domingo Improvement Company," ha tenido la bondad de remitir á esta Oficina las copias de tres decretos del Ejecutivo referentes á la exportación de ganado, al comercio exterior con Haití y á las concesiones de petróleo en La Romana.

Por el primer decreto se permite la exportación de ganado vacuno y caballar, pero limitado á los animales machos, pues la exportación de hembras queda expresamente prohibida. Los

derechos de exportación serán de \$2, oro, por cabeza. Los puertos de Barahona y La Romana están abiertos á esta exportación, pero los buques que vengan del extranjero á cargar ganado en dichos puertos, están obligados á solicitar el debido permiso en el puerto de la capital, donde serán despachados por el Administrador de Hacienda si van á Barahona, y por el Comisario del Gobierno, is se dirigen a La Romana.

El segundo decreto dispone que todas las mercancías extranjeras introducidas en la República por la frontera, paguen los mismos derechos que las mercancías provenientes de países extranjeros, y que queden sujetas á las mismas formalidades que se exigen en las aduanas. Los productos haitianos, manufacturados en Haití, no pagarán derechos de importación.

El tercer decreto autoriza la instalación en La Romana de una refinería de petróleo con la obligación de fabricar petróleo de 150°. Este decreto dispone, además, que el petróleo que se introduzca del extranjero sea sometido á un análisis y confiscado si no tiene los 150° que se exige. Los derechos de este artículo serán de 40 centavos por galón.

El siguiente cuadro contiene las cifras que acusan la importación de mercancías nacionales de los Estados Unidos en Santo Domingo, durante los doce meses que terminaron en 30 de junio de 1896, y durante igual período en 1897:

	1896.	1897.
Instrumentos de agricultura.....	\$2, 981	\$1, 428
Libros, mapas, impresos.....	1, 477	1, 336
Cereales:		
Maíz	1, 131	389
Harina de trigo.....	135, 980	163, 078
Carruages, carros, y carretas	10, 764	20, 588
Carbón de piedra y cok.....	15, 160	26, 211
Manufacturas de algodón	114, 749	92, 831
Otras manufacturas de algodón.....	10, 199	31, 012
Bicicletas.....	266	4, 908
Frutas y nueces	2, 234	2, 388
Lúpulo.....	249	287
Hierro, acero y sus manufacturas.....	12, 967	11, 283
Máquinas de coser	1, 380	1, 798
Otras máquinas.....	115, 427	106, 252
Cuero, manufacturas de.....	721	1, 177
Efectos navales:		
Pez rubia alquitrán, trementina y brea.....	4, 990	5, 036
Aguarrás	221	312
Aceites:		
Mineral	45, 807	52, 486
Vegetal.....	15, 389	15, 616

	1896.	1897.
Provisions:		
Carne de vaca en lata.....	\$56	\$72
Carne de vaca salada.....	1,961	2,612
Sebo	32,590	21,037
Tocino	1,905	2,706
Jamón.....	6,460	7,316
Carne de puerco.....	9,192	4,357
Manteca	37,247	23,077
Mantequilla.....	5,464	7,331
Queso	4,798	4,711
Semillas	613	538
Azúcar y melaza.....	2,885	2,332
Tablazón	69,099	65,512
Tablas de ripia	2,958	9,544
Manufacturas de madera	15,166	20,692

VENEZUELA.

COMERCIO ENTRE LOS ESTADOS UNIDOS Y VENEZUELA.

Mr. PROSKAUER, Cónsul de los Estados Unidos en Puerto Cabello, ha dirigido al Departamento de Estado un extenso informe sobre las oportunidades que ofrece Venezuela al espíritu emprendedor y comercial de los Estados Unidos. Dice el mencionado Cónsul que el comercio en cuchillería, cristalería, tejas de barro y artículos semejantes, es susceptible de gran desarrollo, pues los artículos de esta clase, aun los de mediana ó inferior calidad, tienen fácil salida.

La importación de tabaco ha quedado reducida á muy estrechos límites por causa de los altos derechos impuestos sobre aquella hoja y del consecuente desarrollo de su cultivo y manufactura en Venezuela, que se cree será en breve un país exportador de tabaco.

A 6 millas de Puerto Cabello, se ha descubierto un mármol de calidad superior y se ha fundado un establecimiento, que ha costado más de \$50,000, para la explotación de las canteras.

El carbón que se consume en los ferrocarriles viene principalmente de Inglaterra, pero Mr. PROSKAUER cree que haciendo el debido esfuerzo, podría introducirse con provecho en el país el carbón de Alabama y Virginia, que reemplazaría á la postre el carbón de Inglaterra. Esto es practicable por razón de la proximidad de las minas de América y de la tendencia de los comerciantes y fabricantes americanos á aumentar y monopolizar el comercio de Venezuela.

A continuación se insertan unos párrafos del mencionado informe, que tratan del comercio entre los Estados Unidos y Venezuela, y contienen indicaciones prácticas de importancia:

* * * Nuestro comercio con este país está grandemente restringido por la ausencia de casas de comercio americanas, bancos, etc. Es casi innecesario decir que todas las casas de importancia están en comunicación con otras de los Estados Unidos, pero es evidente que esta comunicación no puede ser, ni con mucho, tan eficaz como la que existiría entre las casas americanas y sus sucursales aquí.

Una de las mayores dificultades comerciales que existen debería ser mejor comprendida y reconocida como una verdad. Me refiero al sistema de conceder seis, nueve y hasta doce meses de crédito, facilitando así al comerciante le hacer el pago de las mercancías al tiempo de la cosecha. Los bancos son limitados, y en algunos lugares no los hay; por consiguiente, los comerciantes quedan á la merced de los prestamistas, si es que han de pagar sus letras en sesenta ó noventa días, como entre nosotros, lo cual implica un interés de 1 ó 1½ por ciento y con frecuencia más. Los tipos del cambio podrían uniformarse más fácilmente de aquella suerte, pues aunque no son gravosos por lo general, son, sin embargo, excesivos á veces. El sistema monetario tiene de hecho por base el oro, pues la plata y el oro se entrecambian. Como el Gobierno no emite papel moneda, los únicos billetes que circulan son los del Banco de Venezuela y los del de Caracas, los cuales están limitados al uso local.

LA MINA "EL CALLAÖ."

Según el *Venezuelan Herald*, esta famosa mina, con toda su maquinaria y dependencias, ha sido vendida por la compañía primitiva en pública subasta por la suma de 600,000 bolívars. DALTON & Co., de ciudad Bolívar, la compraron, y se supone que dicha compañía representa un grupo de capitalistas de los Estados Unidos. Si se toma en consideración que las obras hechas allí costaron más de 400,000 bolívars, se ve que la mina fué vendida á un precio muy bajo.

Se cree que la nueva compañía dará muy pronto principio á la explotación de la mina, y se espera que esta recobrará su antiguo esplendor.

Refiriéndose á la mina, el *Herald* dice lo siguiente:

"A fin de que nuestros lectores se formen una idea de la riqueza de esta mina en lo pasado, podemos asegurarles que, según informes oficiales, que se extienden desde 1871 hasta 1891, la cantidad de oro que produjo ascendió á \$24,290,923.

EL PRÉSIDENTE DON IGNACIO ANDRADE.

El General Don IGNACIO ANDRADE, actual Presidente de Venezuela, nació en Mérida en 1839; descende de una familia ilustre del país y es hijo del General Don JOSÉ ESCOLÁSTICO ANDRADE. El Señor Don JOSÉ ANDRADE, distinguido Ministro de Venezuela en los Estados Unidos, es uno de sus hermanos.

El Presidente Señor ANDRADE ha figurado por muchos años en los asuntos públicos de Venezuela y ha ocupado numerosos puestos de prominencia y responsabilidad. El Señor ANDRADE, en su vida pública, no se ha limitado á los asuntos políticos, sino que es también un soldado distinguido que mandó un cuerpo de ejército, y tomó parte muy importante en la revolución de 1892, la cual colocó al General Don JOAQUÍN CRESPO á la cabeza del Gobierno.

El nuevo Presidente ha viajado mucho y está perfectamente identificado con el espíritu de la época. Residió en Europa por muchos años y ha visitado á los Estados Unidos en varias ocasiones. Su elección para la Presidencia, en setiembre último fué casi unánime, pues recibió 406,000 votos de los 490,000 que se depositaron.

El Honorable FRANCIS B. LOOMIS, ministro de los Estados Unidos en Venezuela, y el cual está ahora en este país, cree que la administración del nuevo Presidente es favorable á la continuación de las relaciones cordiales entre los dos países y al mayor ensanche del comercio. Mr. LOOMIS dice que Venezuela necesita capitales, y que el Presidente Señor ANDRADE desea fomentar la inversión en Venezuela de capitales extranjeros, así como también la inmigración, especialmente de los Estados Unidos.

VENEZUELA.

ARANCEL DE DERECHOS DE IMPORTACIÓN DE 1897-1898.

Número 30.

ART. 1º — Las mercaderías procedentes del extranjero que se introduzcan por las Aduanas de la República se dividen en nueve clases, á saber :

1ª Clase, libre.

2ª Pagará por kilogramo diez céntimos de bolívar. *

* El *bolívar* vale una peseta (valor nominal) y se divide en 100 céntimos. Con respecto á pesas y medidas, Venezuela ha adoptado el sistema métrico.

- 3^a Pagará por kilogramo veinticinco céntimos de bolívar.
 4^a Pagará por kilogramo setenta y cinco céntimos de bolívar.
 5^a Pagará por kilogramo un bolívar veinticinco céntimos.
 6^a Pagará por kilogramo dos bolívars cincuenta céntimos.
 7^a Pagará por kilogramo cinco bolívars.
 8^a Pagará por kilogramo diez bolívars.
 9^a Pagará por kilogramo veinte bolívars.

§1.—CLASE I.

Libre.

Aguas minerales.

Animales vivos, excepto las sanguijuelas.

Almas, fondos ó calderas de hierro, parrillas, tambores y juegos de trapiches y los ejes y almas para los mismos y el hierro nativo, así como el viejo en piezas inutilizadas propios ambos para fundición.

Arados y rejas de arado ó puyones, azadas, azadones, calabozos, chícoras, chicurones, escardillas, hachas, palas, picos, tasíes, podaderas, con ó sin mangos de madera y los machetes de rozar.

Artículos que se importen por orden del Gobierno.

Aparatos y máquinas para el alumbrado por gas y para producirlo, y también los que sirven para incubar huevos y para generar vapor del residuo del petróleo. El carbón mineral y carbón para producir la luz eléctrica.

Anzuelos y alambre propio para cercas con púas ó en la forma indicada en el *cliché* comprendido en la Resolución de 13 de junio de 1894, y también las grapas con que se fija dicho alambre.

Bombas para incendio.

Cimento romano.

Carruajes, utensilios y materiales destinados exclusivamente para caminos de hierro.

Cenizas de madera y orujo de uvas para abono.

Efectos que traigan consigo para su uso los ministros públicos y agentes diplomáticos de la República, á su regreso á Venezuela.

Equipajes, efectos y muebles usados de los venezolanos que hayan residido más de dos años en Europa ó los Estados Unidos del Norte, y que quieran restituirse á Venezuela, siempre que llenen los requisitos establecidos en el artículo 178 de la Ley XVI del Código de Hacienda y los de los extranjeros domiciliados en el país siempre que reunan ó concurran en ellos las mismas circunstancias por las cuales se les acuerda á los venezolanos.

Equipajes del uso de los pasajeros, con exclusión de los efectos que no hayan sido usados y de los muebles, los cuales pagarán según la clase á que corresponden. Los derechos de los efectos no usados que se traen en los equipajes se recargan con un 20 por ciento.

Esferas ó globos celestes ó terrestres, las cartas hidrográficas y de navegación, los mapas de todas clases y los planos topográficos de minas, litografiados ó impresos.

Extracto de cuajo.

Guano y también el hielo cuando se importe por los lugares donde no hayan maquinarias establecidas, con autorización del Gobierno, para producirlo.

Huevos.

Libros impresos en pliegos ó á la rústica que traten de ciencias, artes y oficios, catálogos, periódicos y muestras de escritura propias para las escuelas de primeras letras.

Maderas aparejadas á la construcción naval y las trozas de pino, pitchpine, propias para mástiles y también las cuadradas de pitchpine de más de 0^m, 25 de espesor, roble ú otras maderas ordinarias no especificadas propias para ser aserradas en tablas, cuarterones, ó en cualquiera otra forma.

Máquinas para imprentas y los útiles para dar forma á la impresión, como tipos, interlíneas, tinta preparada, el papel blanco de imprenta sin cola ó goma, y también el grueso para hacer matrices y el metal compuesto de plomo y aluminio que se emplean para imprimir según el sistema de estereotipia.

Máquinas propias para la agricultura y explotación de minas, telares, aserraderos y fundiciones, no especificados en otras clases, así como también las propias para artes y oficios, cuando los mismos industriales las importen, debiendo expresarse el uso que han de hacer de ellas y previa orden del Gobierno.

Máquinas y aparatos para telégrafos eléctricos, previa orden del Gobierno.

Motores de vapor de cualquiera clase y los molinos de viento con todos sus accesorios, previa orden del Gobierno.

Muestras de telas en pequeños pedazos, cuyo peso no exceda de 25 kilos y también de papel de tapicería que no excedan de 50 centímetros de longitud, ó de otros objetos, siempre que por su dimensión y otras circunstancias no puedan ofrecerse en venta.

Objetos artísticos de carácter monumental, previa orden del Gobierno.

Platino ú oro blanco, el oro ó la plata sin manufacturar y también el oro en moneda legítima.

Plantas vivas de todas clases, y los herbarios ó colecciones de plantas secas que no sean medicinales; las semillas para sembrar, y las papas menudas grelladas ó retoñadas propias únicamente para sembrar que á juicio del Ejecutivo se traigan con este destino.

Producciones de Colombia que se introduzcan por las fronteras con aquel país, siempre que gocen de igual exención en aquella República las producciones de Venezuela.

Puentes con sus cadenas, pisos y demás adherentes, cuando sean para uso público ó empresas agrícolas, pues de lo contrario pagarán el derecho correspondiente á las materias de que se compongan.

Relojes para uso público, cuando sean introducidos por el Gobierno Nacional.

Resortes, ejes, llantas y planchas para carros y coches que hayan de construirse en el país.

Los objetos en que se introduzcan los artículos libres como baúles, sacos de noche, carteras, mantas ó telas que no desmejoren su precio ordinario, se pesarán por separado y pagarán el derecho que á cada uno corresponda.

§2.—CLASE II.

Diez céntimos de bolívar.

Acido sulfúrico y gas ácido carbónico líquido.

Afrecho y tortas de afrecho y de residuos de linaza para alimento de animales.

Alambre de hierro galvanizado, no manufacturado.

Almagre, greda, ocre, blanco de España, arcilla, caput-mortuum y toda tierra para edificios.

Alquitrán mineral ó vegetal, asfalto, petróleo bruto y betunes de todas clases, excepto el del calzado.

Arcos ó flejes de hierro ó de madera para pipas, bocoyes y cedazos.

Arroz en grano.

Avena.

Barras de hierro (como herramientas).

Botellas comunes de vidrio negro ó claro ordinario, para envasar licores, damajuanas, ó garrafrones vacíos y los frascos cuadrangulares del mismo vidrio en que viene ordinariamente la ginebra.

Bombas hidráulicas con sus respectivos tubos, válvulas y demás piezas accesorias.

Botes y lanchas armados ó en piezas y los remos, velas y anclas para estas embarcaciones pequeñas.

Brea, rubia ó negra.

Cal hidráulica, cal común y cualquier otro material semejante de construcción, no incluido en otras clases.

Carnaza, desperdicios ó garras de cueros y las tripas secas de carnero que emplean las salchicherías.

Cáñamo ó estopa en rama ó torcida para calafatear ó estopar, la estopa embreada y los desperdicios de algodón para limpiar máquinas.

Cañerías ó conductos de hierro ó de plomo para cañerías y los codos y conexiones para dichos tubos.

Cartón en pasta.

Cartón impermeable para techar edificios y otros usos.

Carros, carretas y carretillas de mano.

Cebada en concha.

Centeno y trigo en grano.

Coches, calesas, quitrines, omnibus, faetones y toda clase de carruajes no comprendidos en otras clases.

Corteza de encina, de roble ó de otros árboles que se emplean en las cortidurías.

Harina de cebada, de garbanzos ó sea revalesciére de Barry y cualquiera otra harina no especificada en otras clases.

Hielo que se introduzca por los puertos donde haya establecidas, con autorización del Gobierno, máquinas para producirlo.

Hierro redondo ó cuadrado, en platina, en planchas ó láminas y en cualquiera otra forma bruta.

Ladrillos para limpiar cubiertos.

Ladrillos y lozas ó baldosas de barro cocido, de mármol, de jaspe, de madera y de cualquiera otra materia para pisos, siempre que no excedan de sesenta centímetros; las tejas de barro ó de pizarra y las piedras ordinarias brutas de todas clases.

Leña y carbón vegetal en pedazos.

Maderas ordinarias como tablas, vigas y cuartones de pitchpine ó cualquiera otra sin cepillar ni machihembrar menores de m. 0.25 de espesor, y las de pino no especificadas, cualquiera que sean sus dimensiones.

Maíz en grano.

Manzanas, uvas, peras y cualquiera otra fruta fresca, quedando incluidos en esta clase los cocos, aunque no estén frescos.

Máquinas, tanques de hierro galvanizado y aparatos no especificados en la primera clase, cuyo peso total exceda de mil kilogramos y los refrigeradores para conservar el hielo.

Música escrita.

Mañoco.

Paja ó sea yerba seca, como el heno y otras semejantes, propias para alimento de animales, que no sean medicinales.

Pez común blanca, negra ó rubia.

Palo de campeche, guayacán, brasilete, mora, sandalino rosado y cualquier otro semejante, en rasuras.

Papel para cigarrillos.

Pianos, aunque sean mudos para ejercicios mecánicos, sin accesorios.

Pizarras con marcos ó sin ellos, los libros y lápices de pizarra, y las pizarras para mesas de billar.

Resina de pino.

Ruedas para coches, carros y carretas, las bocinas de hierro para dichos vehículos y las ruedas de acero montadas sobre ejes de acero.

Sal de Epsom.

Sal de Glauber y el salicilato de soda.

Tierra de siena y tierra negra para limpiar.

Túmulos ó sepulcros de mármol, granito ó cualquiera otra materia, cuando á juicio del Gobierno no sean obras artísticas de carácter monumental.

Teja-mani.

Tiza ó greda blanca en pedazos ó en polvo, y también los polvos de mármol y de vidrio.

Yeso en piedra ó en polvo y el yeso mate.

§ 3.—CLASE III.

Veinticinco céntimos de bolívar.

Aceite de comer.

Aceite de colza y cualquier otro aceite para alumbrado, no comprendido en otra clase, el aceite de hueso y el llamado de esperma de cristal, que se emplea para las máquinas.

Acido esteárico y oléico, estearina sin manufacturar, pura, y también la mezclada con parafina, conocida con el nombre de estearina comercial.

Acido acético, hidrocórico ó muriático.

Acido nítrico ó agua fuerte.

Aceite de kerosene.

Acero, bronce, latón, cobre, estaño puro ó ligado, plomo, y zinc en pasta ó en bruto, en barras, en cabillas, en rasuras ó en láminas, estén ó no estas últimas taladradas ó agujereadas.

Agua de azahares, limonadas y aguas gaseosas.

Aguarrás ó espíritu de trementina.

Agujas para tejer, de acero, madera, hueso, caucho ó de cualquiera otra materia semejante.

Algodón.

Alhucema ó esplego.

Alumbre crudo en piedra.

Amarillo inglés ó cromato de plomo, azarcón ó minio, litargirio y manganeso mineral y el albayaide ó carbonato de plomo y la asbestina.

Animales disecados.

Anuncios en forma de almanaques de productos medicinales ó de otras industrias.

Aparatos ó filtradores de agua.

Arneses y colleras, para coches de todas clases y para calesas, quitrines, ómnibus, faetones y toda clase de carruajes, carros ó carretas.

Arroz molido, sagú, sulú, tapioca y el maíz pilado.

Azúcar mascabado ó prieto.

Azufre en flor ó en pasta.

Balanzas, romanas y pesos, excepto los de cobre ó que tengan la mayor parte de este metal y las municiones, perdigones y balas.

Barba de palo y la fibra especie de esparto.

Barriles, pipas y bocoyes armados ó sin armar y las duelas cuando vengan por separado.

Barrenas y taladros para perforar piedras ó troncos.

Barro vidriado ó sin vidriar en cualquiera forma, no especificada en otras clases.

Blanco de zinc y bolo blanco.

Bejucos, juncos ó junquillos, encas, palma, paja no especificada, mimbre sin manufacturar y la espiga de trébol para hacer escobas.

Borra de aceite.

Cables, jarcias y cordelería ó mecate.

Cachimbas, boquillas y pipas de barro ó de loza ordinaria, sin ninguna otra materia.

Cañones de guerra de cualquiera materia que sean.

Caráotas, frijoles, garbanzos, lentejas, habichuelas y toda clase de legumbres, hortalizas y raíces alimenticias ó comestibles sin preparar.

Crudo ó cañamazo y coleta cruda número 3, telas crudas ordinarias que regularmente se emplean para hacer sacos de cacao y de café y para enfardelar mercancías cuyo color naturalmente oscuro no ha sido alterado por las preparaciones propias para blanquearlas, aunque tengan listas ó cuadros de color.

Carbón vegetal en polvo, carbón animal y negro humo.

Carne salada, salpresa ó ahumada, jamones y paletas que no vengan en latas, el tocino y las lenguas ahumadas ó saladas, excepto la carne salada en tasaajo que es de prohibida importación.

Cañamazo empapelado para enfardelar, cartón fino ó papel grueso para escritorio, para tarjetas y para cualquier otro uso, incluyéndose en esta clasificación el papel impermeable para prensas.

Cebollas.

Cedazos de alambre de hierro.

Cerda vegetal y sus similares.

Cerote para zapateros.

Cerveza y sidra.

Cloruro de cal, creolina y los desinfectantes líquidos ó en polvo, no comprendidos en otra clases.

Cobre viejo, en piezas inutilizadas.

Cocinas portátiles de hierro ú otro metal.

Coches fúnebres, incluso los vidrios, plumeros ó penachos y cualquier otro artículo perteneciente al coche, aunque sea de los que separadamente pagan más derecho, siempre que vengan con el coche en el mismo ó en otro bulto.

Creta blanca ó roja en piedra ó en polvo.

Crisoles de todas clases.

Encurtidos en vinagre con excepción de las aceitunas, alcaparras y alcaparrones.

Enebrina ó semilla de enebro.

Esmeril en piedra ó en polvo.

Esparto en rama.

Espoletas y mechas para la explotación de minas.

Estoperoles de cobre.

Fuentes ó pilas de hierro, mármol ó cualquiera otra materia, y las estatuas, bustos, jarrones y floreros de mármol, alabastro, granito ó cualquiera otra piedra semejante.

Flor de sagú.

Galletas de todas clases, sin mezcla de dulce.

Gas flúido.

Goma arábica.

Harina de trigo y sémola quebrantada para hacer fideos.

Herramientas é instrumentos como mazos, mandarrias, hachuelas, cabrestantes, fraguas, fuelles de todas clases, gatos para levantar pesos, mollejonas, tornillos grandes para herreros, bigornias, yunques y toda otra herramienta ó instrumento semejantes á los indicados.

Hierro manufacturado en alambres y en telas de alambre que sirven de fondo á las camas, excepto los galvanizados sin manufacturar; en anclas y cadenas para buques, en cajas para guardar dinero, en morteros ó almireces; en muebles; en prensas para copiar cartas y timbrar papel; en clavos, tachuelas, brocas, remaches y estoperoles; en edificios desarmados ó en parte de ellos como balcones, puertas, balaustres, rejas, columnas, techos, aunque vengan separadamente; en estatuas, jarrones, floreros, bustos y cualquier otro adorno semejante

para casas y jardines; en pesas para pesar; en planchas para aplanchar; en postes para empalizada; en anafes, budares, calderos, parrillas, ollas, sartenes, tostadores y cualquiera otra pieza para el servicio doméstico, estén ó no estañados, y tengan ó no baño de loza, excepto el latón de hierro ú hoja de lata en las mismas piezas que corresponden á la 4ª clase. Los clavos de hierro galvanizado con arandelas también de hierro galvanizado corresponden á esta 3ª clase.

Hoja de lata sin manufacturar.

Hueso, cuerno y pezuñas sin manufacturar.

Holandilla azul de algodón.

Juguetes de todas clases para niños, de cualquiera materia que sean y también las metras.

Libros impresos en pliegos ó la rústica, no comprendidos en la primera clase, folletos, cuadernos y los libros de instrucción primaria que vengan en la misma forma ó en media pasta.

Lija con base de género ó de papel.

Linaza en grano ó molida y las semillas de colza.

Lino en rama.

Loza ordinaria y loza de barro vidriada ó sin vidriar en cualquier forma, no especificada en otras clases.

Madera de nogal.

Madera fina para construir instrumentos de música, ebanistería, etc.

Madera en hojas ó sean chapas para enchapar muebles.

Maderas aserradas, cepilladas ó machihembradas.

Manteca de puerco pura con exclusión de toda otra mezcla y la mantequilla.

Máquinas, tanques de hierro galvanizado y aparatos no comprendidos en las clases anteriores, cuyo peso no exceda de mil kilogramos; advirtiéndose que cuando con las máquinas vengan algunos artículos anexos á ellos para repuesto y que separadamente paguen más derecho, se aforará el todo como máquinas, si vienen en el mismo bulto.

Molinos y molinetes no comprendidos en la 1ª clase.

Mineral de hierro, cobre, estaño, el lápiz plomo, ó mina de plomo y el amianto ó asbesto.

Papas no especificadas.

Papel de cualquier clase no especificado y la serpentina ó cinta de papel.

Pescado salpreso, salado ó ahumado, que no venga en latas.

Piedra para litografiar, piedra pómez, piedra de todas clases y en cualquiera forma para moler y para amolar; las refractarias para hornos de fundición, las de destilar y cualquiera otra semejante á las indicadas.

Pinturas ordinarias, preparadas en aceite.

Potasa común y la calcinada.

Salitre y sal de nitro.

Sanguijuelas.

Sardinas prensadas, en aceite, en tomates ó en cualquiera otra forma.

Sebo preparado para bujías, esteáricas, ó estearina.

Soda ó sosa común ó calcinada.

Soda ó sosa carbónica, cristalizada.

Sulfato de hierro ó caparrosa.

Sulfato de cobre ó piedra lipis.

Telas ó tejidos de alambre de hierro, no comprendidos en otras clases.

Trementina común de Venecia.

Veneno para preservar pieles.

Vidrios ó cristales planos sin azogar.

Vinagre común y vinagre empireumático, y el orujo de uvas en aguardiente.

Vinos de todas clases en pipas, barriles ó barricas, y los vinos tintos cualquiera que sea el lugar de su procedencia y el de su producción, ya vengan en pipas, barriles ó barricas ó en botellas, garrafrones ú otros envases. El vino de Oporto, aún siendo tinto, corresponde á la 4ª clase, si viene en botellas ó garrafrones.

Venteadores de café.

Zumaque en polvo ó en rama.

[Se continuará en el número del Boletín Mensual correspondiente al mes de marzo.]

FERROCARRIL INTEROCEÁNICO.

Agítase de nuevo la cuestión en la América del Sur de hacer más estrechas las relaciones comerciales y políticas entre las diferentes Repúblicas por medio de una comunicación más rápida que favorezca el mejor cambio de productos entre aquellos países, disminuyendo al mismo tiempo la distancia, los peligros y los gastos del largo viaje por el Estrecho de Magallanes y por las tempestuosas aguas del Cabo de Hornos.

Todos reconocen, especialmente en Brasil, Perú, Bolivia y Chile, la gran necesidad de un ferrocarril interoceánico en la América del Sur, que saliendo de los puertos del Brasil, Rio Janeiro, por ejemplo, y atravesando la Cordillera de los Andes por medio de un túnel, pondría en comunicación á Europe y al antiguo imperio de los Braganzas con las cuatro Repúblicas de la costa de Pacífico, tan ricas en productos naturales.

Ya se ha llevado á cabo la parte técnica de la obra, pues se ha hecho el estudio de la línea y se han presentado los planos, pero el gran obstáculo para la realización de esta empresa es la falta de capital. Parece, sin embargo, que la cuestión es objeto ahora de consideración práctica y que los representantes de las cuatro Repúblicas inmediatamente interesadas han llegado á un acuerdo y aprobado el proyecto de garantizar el interés del capital que se invierta en aquella vasta empresa. El Ecuador no se ha adherido todavía á los acuerdos tomados.

Dícese que en el Brasil la opinión pública es del todo favorable á la empresa y que el proyecto excita gran entusiasmo. Recientemente se ha celebrado una reunión en el Club de Ingenieros de Rio, organizada por el Dr. OLIVERA BULHÕES, á la cual asistieron muchos capitalistas y hombres prominentes en la vida pública. El Gobierno boliviano y el chileno fueron representados por el Señor PALAVICINO y el Dr. ERRAZURI, sus respectivos ministros en el Brasil.

En la reunión se discutieron ampliamente las muchas causas que paralizan el comercio entre las naciones de la América del Sur, y se hizo mérito de la gran riqueza natural que yace inexplorada, esperando sólo el influjo de esta gran empresa internacional.

La extensión de una línea transcontinental desde Rio hasta un puerto de la costa del Pacífico, no excedería de unos 2,600 kilometros. Según los personas que entienden en este asunto, el capital que se necesita para los preliminares de la obra, ha sido entregado ya, y sólo se espera para inaugurar los trabajos, la cooperación del Ecuador con las otras repúblicas,

MISIÓN ESPECIAL DEL GOBIERNO INGLÉS EN LA AMÉRICA DEL SUR.

El South American Journal de 8 de enero, refiriéndose á los pasos que está dando el Gobierno inglés para retener y ensanchar su actual comercio con la América del Sur, publica lo siguiente:

“Se nos comunica que el Gobierno ha encomendado á Mr. WORTHINGTON, de Manchester, el encargo especial de ir á la América del Sur, con el objeto de investigar las condiciones de los mercados locales para información de la junta de comercio que está considerando ahora la conveniencia de establecer una oficina de relaciones comerciales. Mr. WORTHINGTON irá acompañado de Sir VINCENT BARRINGTON, el cual representa á las cámaras de comercio asociadas. Ambos comisionados piensan salir de este país, para la América del Sur á fines del corriente mes.”

El Daily Mail, al dar esta noticia, agrega:

Los preliminares del proyecto que Sir COURTNEY BOYLE hizo público recientemente en Nottingham, continúan haciendo firmes progresos. No sólo se han

obtenido informes fehacientes de varias cámaras de comercio, sino que se han recogido también datos de no poco valor. Esta información no basta, sin embargo, á indicar cual sea el carácter final de aquel proyecto. Esto, según se dice, sólo podrá ser determinado cuando los miembros de la comisión que ha sido nombrada para estudiar la proposición, presenten su informe al presidente de la "Junta de Comercio" la cual lo someterá entonces al Gabinete, acompañado de sus recomendaciones, y el Gabinete decidirá en definitiva.

CÓDIGO DE NOMENCLATURA COMERCIAL.

El Ministerio de Hacienda de los Estados Unidos ha emitido la circular que publicamos á continuación, y por la cual se ve que adopta para uso en las aduanas de este país el Código de Nomenclatura Comercial preparado y publicado por la Oficina de las Repúblicas Americanas:

[Circular del Ministerio No. 16. Departamento de Aduanas.]

MINISTERIO DE HACIENDA.

DESPACHO DEL MINISTRO.

Washington, D. C., enero 22 de 1898.

Á los Administradores y otros Empleados de las Aduanas:

De conformidad con una resolución de la Conferencia Internacional Americana, por la cual se recomendó á los gobiernos representados en ella, la adopción de una nomenclatura común para designar en orden alfabético, en inglés, portugués y español, aquellos artículos gravados con derechos de importación, á fin de que dicha nomenclatura fuera usada por todas las naciones americanas al imponer derechos en las aduanas existentes ó que puedan existir más tarde, así como para preparar manifiestos, facturas consulares, partidas de aduana, solicitudes de despacho en las mismas y otros documentos, la Oficina de las Repúblicas Americanas ha publicado, en tres tomos, una obra titulada "Codigo de Nomenclatura Comercial," que contiene 28,000 términos comerciales, ordenados de tal manera que constituyen un excelente libro de consulta en las tres lenguas, inglesa, portuguesa y española.

Notifico á usted que la mencionada publicación ha sido adoptada por este Ministerio para la traducción de palabras y frases comerciales, y que los administradores de aduana, así como los aforadores, deben guiarse por ella, informando á este ministerio de cualquier error ó inexactitud que descubran en el citado trabajo.

W. B. HOWELL, *Sub-Secretario.*

COMERCIO MISCELÁNEO.

REPÚBLICA ARGENTINA.

**Importación de Carbón
Americano.**

El agente de una casa importante de Filadelfia que comercia en carbón, está en Buenos Aires ocupado en colocar el carbón de Pocahontas en el mercado de aquella ciudad. Este carbón se ha usado por algún tiempo en la América Central y las Antillas y ha dado resultados muy satisfactorios. El comercio de carbón entre los Estados Unidos y la República Argentina es muy limitado y puede adquirir gran desarrollo si se hacen los esfuerzos apropiados á su desenvolvimiento y se le presta la debida atención. El valor total del carbón embarcado para la América del Sur en el año fiscal que terminó el 30 de junio de 1897, fué sólo de \$145,000. El carbón de las extensas minas de Virginia, que tiene fácil salida por el puerto de Norfolk, pudiera encontrar mercado en las Antillas y en la América Central y del Sur.

Cosecha de Trigo en Santa Fe.

La cosecha de trigo de la República Argentina, que había venido practicándose en todo el último mes, ha terminado ya. Según noticias recibidas del Departamento de Santa Fe, que es el centro del distrito productor de trigo de la República, la última cosecha ha sido la mayor que se ha visto en muchos años. Dícese que la cosecha ha sido excepcional, no sólo en cantidad, sino también en la calidad del grano, tanto en peso como en color.

**Empaque de Aparatos
Eléctricos.**

Quéjense los importadores de Buenos Aires del mal estado en que llegan á su poder los aparatos y accesorios eléctricos que se les envían, á causa del poco cuidado con que se hace el empaque. Se cita el hecho de una casa americana que envió á aquel mercado un extenso cargamento de lámparas de globo, muchas de las cuales llegaron rotas. Simultáneamente á este queja, consígnase el hecho de que los cargamentos de igual clase de artículos procedentes de Inglaterra, han llegado en mejores condiciones. Estos hechos son de importancia manifiesta para los interesados en aquel comercio.

BRASIL.

Cable Submarino.

El Cable del Oeste y del Brasil, entre Pernambuco y Ceará, y el Cable del Amazonas, que se extiende desde la boca de este río hasta Manaus, los cuales han permanecido rotos por algún tiempo, han sido reparados y ha quedado restablecida la comunicación.

**Exportación de Goma
Elástica.**

La exportación de goma elástica por el puerto de Pará, en octubre último, ascendió á 2,074,644 kilogramos, de los cuales 1,061,513 fueron embarcados para Europa, y 1,013,071 para los Estados Unidos.

**Minas de Oro en Minas
Geraes.**

La São Bento Gold Mining Company, que hace un año comenzó sus operaciones en el Estado de Minas, es propietaria de unos 10,000 acres de tierra. Calculábase una extracción de media onza

de oro por tonelada, pero en algunos lugares el mineral es mucho más abundante de lo que se esperaba y se obtiene en la proporción de una onza y setenta y dos granos por tonelada. El mineral es tan quebradizo que puede trabajarse sin necesidad de machacarlo previamente, pasándolo simplemente por entre cilindros y echándolo en seguida en los tanques de cianuro. El capital de la compañía es de 1,300,000 oro.

Nueva Fábrica de Sombreros. La nueva fábrica de sombreros establecida últimamente en la ciudad de Rio de Janeiro emplea 120 operarios y hace 1,000 sombreros al día. Puede, sin embargo, producir hasta 5,000 sombreros diariamente, haciendo todo el trabajo de que es capaz, y se dice que llegará á emplear 600 operarios.

Abastecimiento de Carbón. Asegura el Jornal do Commercio que la Brazilian Financial Company, de Londres, ha celebrado un contrato para el abastecimiento de carbón del Ferrocarril Central durante el año próximo. El precio que por dicho artículo se pagará, según lo estipulado, será de \$6.25 la tonelada, puesta en el puerto de Rio de Janeiro. Según el convenio, la cuarta parte de toda la cantidad puede ser entregada en Santos, con un gasto adicional de 75 centavos por tonelada.

CHILE.

Exportación de Carne Helada. Se ha constituido una compañía en Valparaíso con el objeto de exportar carne helada á Europa, haciendo los embarques por Punta Arenas, en el Estrecho de Magallanes. Dícese que muy pronto se exportarán, por vía de ensayo, 20,000 carneros muertos.

MÉXICO.

Una Fábrica de Hojalata. Muy pronto quedará establecida en México una nueva industria con la inauguración de una fábrica de hojalata, y ya se ha solicitado del Gobierno una concesión apropiada. Debido á la gran importancia que va adquiriendo en la República la industria de muchos artículos que so conservan y exportan en latas, especialmente frutas y legumbres, la proyectada fábrica viene realmente á satisfacer una necesidad, y se aguarda con interés la acción del Gobierno.

Fábrica de Bicicletas y de Llantas de Goma Elástica. Un fabricante americano ha obtenido una concesión del Gobierno de México para establecer una fábrica de bicicletas y de llantas de goma elástica. Es la intención del concesionario utilizar el excelente caudal de agua con que ya cuenta, para generar fuerza eléctrica y competir con los fabricantes de los Estados Unidos en el comercio de bicicletas. Otra de las ventajas con que se cuenta para llevar á cabo con buen éxito esta empresa, es la baratura del trabajo del obrero en México.

Inauguración del Ferrocarril de México, Cuernavaca y el Pacífico. Un acontecimiento de interés é importancia por cuanto denota el desarrollo interior de México y su espíritu progresivo, fué la inauguración oficial, en diciembre último, del ferrocarril de México, Cuernavaca y el Pacífico, que se extiende desde la ciudad de México hasta Cuernavaca. Dió mayor importancia y distinción á este acto la presencia

del Presidente de la República y su Gabinete, así como de varios miembros del cuerpo diplomático y otras personas distinguidas residentes en el país. La distancia entre los extremos de la línea es de 75 millas, pero la importancia de este empresa consiste en el hecho de que el ferrocarril será prolongado hasta Acapulco, en la costa del Pacífico, y su construcción hasta este puerto será llevada á cabo con la misma actividad que desde el principio ha distinguido á esta empresa.

Planos para la Construcción del Nuevo Palacio Federal. Hasta el 27 de diciembre de 1897, se habían recibido para examen veinte y nueve series de planos, con las correspondientes proposiciones, para la construcción del nuevo palacio legislativo en la ciudad de México. Algunos de estos proyectos han sido presentados por mexicanos y otros por europeos; pero la mayoría procede de arquitectos americanos.

Maquinaria Eléctrica en México. El sindicato que explota los tranvías de México, se prepara á introducir la electricidad como fuerza motora en el servicio de ellos en la capital. La compañía es propietaria de unas 140 millas de línea que proyecta explotar en su totalidad, empleando la electricidad como motor. Queda incluido en el proyecto el ramal entre Guadalupe y San Ángel. Cálculase que el costo total del nuevo servicio será de unos \$5,000,000, y se brindará á todos los fabricantes electricistas la oportunidad de presentar proposiciones.

Industria Textil. El desarrollo de la industria textil del algodón en México, está llamando la atención de los países extranjeros. Las siguientes cifras evidencian este desarrollo, así como también el aumento en la República de la producción de algodón. En los diez primeros meses de 1897, la Gran Bretaña exportó á México 34,301,600 yardas de tejidos de algodón, contra 42,164,200 yardas en el período correspondiente de 1896. La importación procedente de los Estados Unidos, en los nueve primeros meses de los años 1896 y 1897, fué de 6,034,908 yardas y 4,503,773 yardas, respectivamente. En los nueve primeros meses de 1897, la importación de algodón en rama, procedente de los Estados Unidos, bajó de 12,146,161 libras, á que había ascendido en igual período del año anterior, á 5,129,429 libras. Dícese por personas competentes que las tres cuartas partes del algodón que se usa en los telares mexicanos son de producción nacional y que cada año se cultiva aquél en cantidad mayor. En los últimos años se han establecido muchos telares y se han celebrado contratos para la construcción de otros en la vecindad de Puebla. El provecho en esta industria es muy satisfactorio, pues representa del 20 al 30 por ciento sobre el capital invertido.

Concesión para establecer una Nueva Fundición para Minerales. Se ha obtenido recientemente del Gobierno mexicano una concesión para establecer en Villa del Carmen, Estado de Coahuila, una fundición para el beneficio de toda clase de minerales. Los concesionarios residen en Kansas City, Mo.

Según los términos de la concesión, la fundición deberá tener capacidad para beneficiar diariamente, como minimum, 25 toneladas de mineral. La crección de la fundición y de todos sus accesorios deberá comenzar dentro de dos años, á contar del 30 de diciembre de 1897, y deberá quedar terminada, á mas tardar, dentro de los ocho meses subsiguientes á la terminación de aquel período. La maquinaria y el material para esta obra entrarán libres de derecho.

Pérdida de una Concesión de Ferrocarril. Debido al hecho de no haber cumplido la Compañía de Ferrocarril Mexicana del Sudeste con las estipulaciones de la concesión que le fué otorgada, el Gobierno mexicano declaró que el contrato había caducado. Esta resolución se funda en no haber los concesionarios cumplido con lo que dispone el artículo 2º, en el cual se estipuló que dentro de un año después de promulgada la concesión (20 de diciembre de 1896) 100 kilómetros de la línea, de San Gerónimo á la frontera de Guatemala, debían estar terminados. Con la caducidad se pierde la suma de \$50,000 depositada en manos del Gobierno, como prueba de buena fé en el cumplimiento del contrato.

Presupuesto de 1898-1899. En los presupuestos para el año fiscal de 1898-99, presentados al Congreso por el Señor Don JOSÉ IVES LIMANTOUR, se calculan los gastos en \$52,089,000, y los ingresos en \$52,109,000. El importe de los derechos de aduana se calcula en \$23,847,000, y las contribuciones en \$23,092,000. Los ingresos provenientes de otras fuentes completan aquella cantidad.

NICARAGUA.

Ferrocarril Nacional. En el BOLETÍN de diciembre se hizo referencia á un proyecto de ley, pendiente entonces ante el Congreso de Nicaragua, autorizando la venta del Ferrocarril Nacional y los vapores del Lago Managua que hacen sus viajes en combinación con aquél. Ahora, el Cónsul de los Estados Unidos en Managua, Mr. PAUL WIESIKE, comunica al Departamento de Estado, con fecha 19 de octubre de 1897, que aquel proyecto ha sido aprobado y que el comisionado que ha nombrado el Gobierno, para vender ó arrendar la línea, visitará en primer término á los Estados Unidos. Para el equipo completo de la línea, según Mr. WIESIKE, se necesitan 100 carros de cajón y 3 locomotoras, la reconstrucción de uno de los puentes y la reparación del camino, todo lo cual requiere un gasto de no menos de \$100,000.

Minas de Oro. Una correspondencia publicada en el Engineering and Mining Journal, dice que se han descubierto unas minas en el Distrito de Siquia, á unas 20 millas de Rama y á 80 de Bluefields, río arriba. Créese que este distrito es muy rico, pues los ensayos practicados han dado por resultado de \$19.50 á \$36 en oro, y de 6 á 10 onzas de plata, por tonelada. Los arroyos de las montañas en la localidad donde se encuentra el cuarzo, suministran agua en abundancia que puede utilizarse como fuerza motriz. Los propietarios de la tierra están abriendo galerías y preparándose á explotar sus posesiones en grande escala.

PERÚ.

Comercio con Lima. Los fósforos de azufre que se consumen en Lima, se importan de Suecia, pues no hay fábricas de este artículo en el Perú, y su importación es muy cuantiosa.

Se está adoptando ya el alumbrado eléctrico y se cree que dentro de poco tiempo sustituirá por completo al alumbrado de gas, tanto en los lugares y establecimiento públicos como en las residencias de particulares. Muchas de las ciudades principales de la República están interesadas en este adelanto y, por

consiguiente, la oportunidad que se ofrece á los fabricantes de aparatos eléctricos en los Estados Unidos, es por demás favorable en aquel país.

La fabricación de muebles ha hecho tales progresos en el país, que la importación de muebles extranjeros es ya casi insignificante y se limita por completo á los de más fina construcción.

ESTADOS UNIDOS.

Industria de Transportes con la América Latina. La tabla que publicamos á continuación, hecha con datos suministrados por la Oficina de Estadística, deja ver á cuanto ascendió la industria de transportes entre los Estados Unidos y los diferentes países de la América latina durante el mes de noviembre, así como la proporción que de dicha industria se hizo en navíos americanos. Según la misma autoridad, los buques que llevan la bandera de los Estados Unidos ocupan el segundo lugar entre los que se dedican á la industria mencionada. El primer lugar lo ocupan los ingleses, viniendo en seguida los navíos americanos y después los noruegos y los alemanes.

Países	Valor de la mercancía.	Navíos americanos.
América Central.....	\$622, 678	286, 378
México.....	3, 156, 580	1, 031, 242
Argentina.....	1, 008, 511	148, 889
Bolivia.....	270	270
Brasil.....	7, 543, 577	616, 402
Chile.....	416, 546	88, 531
Colombia.....	659, 326	223, 587
Ecuador.....	116, 455	116, 455
Paraguay.....	524	.....
Perú.....	176, 533	55, 584
Uruguay.....	310, 301	.....
Venezuela.....	800, 939	863, 811

URUGUAY.

Comercio de Carbón. En un informe al Departamento de Estado, fechado el 4 de diciembre de 1897, el Cónsul ALBERT W. SWALM da interesantes datos referentes al comercio de carbón en el Uruguay. El carbón va al Uruguay de Cardiff, Wales, en competencia con el de los Estados Unidos. El carbón que usan los ferrocarriles es libre de derechos, pero todo otro carbón paga 60 centavos por tonelada. El avalúo aduanero del tráfico de carbón ha montado á \$1,000,000. El precio al por menor fluctúa de \$8 á \$10 (oro) la tonelada, pero en 1897 hubo una depresión, tanto en la importación como en el negocio en general, comparado con el año anterior.

Informa Mr. SWALM que recientemente ha llegado á Montevideo un representante de una de las compañías de la costa del Atlántico más fuertes en la exportación de carbón, con el propósito de hacer arreglos para llevar carbón americano á competir con el de Wales. No ve el Cónsul porque el negocio no ha de tener buen éxito, siempre que los cargamentos de los Estados Unidos conserven el

modelo de limpieza establecido por las compañías rivales, lo cual no ha sucedido hasta ahora, siendo esta la causa principal de que el carbón americano decaiga y no domine el mercado.

Exportación de Lana y Piel de Carnero. La exportación de lana del puerto de Montevideo, según Mr. SWALM, Cónsul de los Estados Unidos en ese puerto, fué, desde el 1º de octubre al 30 de noviembre de 1897, de 6,705 pacas de 500 kilogramos (1,102.3 libras). De éstas, 173 pacas se despacharon para los Estados Unidos; para Francia, 3,105; á Bélgica, 883, y á Inglaterra 997. La lana trasquilada fué larga y generalmente de mejores condiciones que la del año anterior. Del 1º de agosto al 30 de noviembre de 1897, se exportaron 7,729 pacas de pieles de carnero, de las cuales la mayor parte fué á Francia.

VENEZUELA.

Instalación del Sistema de Tranvías Eléctricos en Caracas. La concesión que se hizo en julio de 1896 para el establecimiento de un sistema de tranvías eléctricos en la ciudad de Caracas, ha quedado sin efecto por no haber cumplido los concesionarios con los términos del contrato. Al presente, el servicio de ferrocarril urbano en Caracas es muy deficiente, y como dicha concesión ha quedado sin efecto, se presenta ahora á los capitalistas americanos interesados en la promoción de esta clase de empresas, una oportunidad favorable para solicitar una nueva concesión.

BOLETIM MENSAL

DA

SECRETARIA DAS REPUBLICAS AMERICANAS

UNIÃO INTERNACIONAL DAS REPUBLICAS AMERICANAS

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No. 8.

RELAÇÕES COMMERCIAES ENTRE OS PAIZES AMERICANOS.—VIII.*

RECURSOS NACIONAES DO MEXICO.

Nos artigos anteriores desta serie, o commercio exterior do Mexico, America Central, Antilhas e America do Sul, foi principalmente considerado. Agora vamos examinar os recursos internos destes paizes em sua ordem, e seu estado de desenvolvimento como base para o augmento do seu commercio no exterior.

No Mexico, o progresso realizado durante a ultima decada nas industrias manufactureiras e agricolas, assim como no augmento das facilidades de transporte que são muito necessarias para utilizar effectivamente os recursos naturaes de um paiz, tem sido rapido e effectivo. Isto é devido, principalmente, á estabilidade, ordem e espirito de progresso que têm caracterisado a administração do Presidente DIAZ, durante seus successivos termos. Não se pode duvidar que o Mexico tem uma grande divida de reconhecimento para com o habil estadista e esclarecido executivo, que, com a cooperação zelosa do melhor intelligencia do paiz, lhe assegurou um grande periodo de paz e de tranquillo desenvolvimento. Felizmente para o Mexico, elle tem sido auxiliado por condições economicas creadas, em parte, pela legislação, que contribuíram para

* O primeiro artigo desta serie foi publicado no Boletim mensal de Julho de 1897.

fomentar as industrias proprias ao paiz e para estimular o espirito de empreza e trabalho.

O Mexico é muito rico em uma variedade de productos de que todo o mundo necessita, e cuja producção não é sufficiente ainda para supprir em excesso o mercado. O Mexico, no seu commercio de exportação não depende de productos taes como o trigo, algodão, lã, assucar e carnes, os quaes, se produzem em tanta quantidade nas zonas temperadas, que não se podem realizar com elles grandes ganhos, salvo nos periodos de falta de producção. As riquezas estão correndo para o Mexico em consequencia da sua grande producção de metaes preciosos e outros mineraes que se procuram constantemente; do café, das fibras, tabaco, baunilha e fructas que ainda trazem preços relativamente elevados nos mercados do mundo, No anno de 1897, o Mexico exportou mineraes no valor de \$42,000,000. Nos primeiros nove mezes de 1897, o Mexico exportou café no valor de \$4,574,252 contra \$3,333,385 durante o mesmo periodo de 1896.

Suas exportações de hennequen para os Estados Unidos durante os nove mezes augmentaram de mais de meio milhão de dollars, e o total das exportações monta a quasi \$8,000,000 annualmente. A exportação de laranjas foi muito augmentada em consequencia de descobrir-se que as laranjas mexicanas podiam ser usadas para supprir a falta na colheita dos Estados Unidos. Ainda mesmo quando ha boa colheita de laranjas neste paiz, a producção do Mexico não prejudica as colheitas da California e Florida, porque as laranjas dos respectivos paizes amadurecem e são vendidas em differentes estações. O Mexico recebe de sua exportação de baunilha mais de \$1,000,000 por anno. A exportação de tabaco monta a \$2,000,000, approximadamente, e a qualidade da folha é tão semelhante á de Cuba que o desenvolvimento deste ramo da industria agricola parece assegurado. Exportam-se annualmente animaes, couros e pelles no valor de cerca de \$3,000,000. O Mexico é muito rico em madeiras de construcção, páos de tinturaria, plantas medicinaes e outros artigos de uso. A exportação de páos de marcenaria e de tinturaria monta a \$2,000,000 e \$3,000,000 annualmente, e a abundancia do producto é tanta que a industria é susceptivel de grande desenvolvimento.

Uma zona metallifera de riqueza extraordinaria estende-se a uma distancia de cerca de 1,200 milhas, na direcção do noroeste

para o sudoeste, desde o Estado de Sonora até o Estado de Oaxaca, e offerece um vasto campo para a exploração lucrativa de minas. Encontram-se nesta região em maior ou menor abundancia, ouro, prata, mercurio, ferro, carvão de pedra, chumbo brando, asphalto, asbesto, petroleo, sal, cobre, pedras preciosas, onyx, e marmores de grande variedade e belleza. Em um relatorio publicado em Agosto de 1897, o consul geral britânico junto ao Mexico declara que estão sendo exploradas muitas novas minas de ouro nos Estados de Sonora, Oaxaca, e Mexico, e pode-se esperar um grande augmento da producção. Crê-se que o Estado de Chihuahua é a mais rica região mineral do mundo. As estradas de ferro que se estão construindo, darão as facilidades de transporte que se necessitam, e sem duvida, serão seguidas por um grande desenvolvimento da industria mineira. Já se tem empregado o capital americano em grande escala nas minas mexicanas, e tem sido creado um mercado para machinas e aparelhos americanos de economisar trabalho, os quaes serão mais procurados a proporção que se augmentem as emprezas mineiras.

Um mercado para as machinas e instrumentos americanos será effectuado pelo augmento das emprezas agricolas e pelo melhoramento dos methodos de agricultura que a venda lucrativa no estrangeiro de muitos dos productos mexicanos deve produzir. Uma grande parte do planalto central do Mexico é muito fertil e tão productivo, que continua, com os mais primitivos methodos de cultura e depois de seculos de uso, a produzir colheitas abundantes. Quando o povo reconhecer a economia do tempo e trabalho que se pode effectuar pelo uso das machinas e instrumentos agricolas, no fabrico dos quaes os Estados Unidos são afamados, e comprehender seus varios usos, a producção desta grande região será enormemente augmentada, e será creado um vasto mercado para um dos mais importantes ramos das manufacturas americanas.

O Mexico, entretanto, está augmentando rapidamente suas industrias nacionaes, e no correr do tempo, poderá utilizar, sem duvida, uma grande porção de suas materias primas em certos ramos manufactureiros. O Sr. RANSOM, ministro dos Estados Unidos, em um relatorio em data de 26 de Setembro de 1896, que foi publicado nos relatorios consulares especiaes "Money and Prices in Foreign Countries," diz o seguinte: "A industria manufactureira no Mexico tem sido desenvolvida em grande escala, espe-

cialmente na manufactura de tecidos de algodão e de lã de grossa qualidade, tecidos branqueados ordinarios, tecidos para chales, chitas, e fazendas de lã; tambem na manufactura de productos de canna de assucar, alcohol, papel, charutos e cigarros. Muitas pessoas bem informadas crêm que a diminuição no preço da prata foi a causa principal do desenvolvimento destas industrias. Sem duvida, até certo ponto, isto é verdade. O grande desconto sober a prata deu como resultado a diminuição das importações do exterior e o fomento da producção nacional.

Mas outras causas poderosas contribuíram para este resultado, taes como uma habil, judiciosa e equitativa administração do Governo durante a presidencia do General DIAZ, a confiança do povo mexicano e dos estrangeiros na estabilidade do Governo, a construcção de estradas de ferro (sendo todas construidas desde o anno de 1883, salvo a de Vera Cruz até a cidade do Mexico) os melhoramentos dos portos da costa, o augmento do commercio, a legislação liberal do Governo para com novas industrias. Com effeito, todas as influencias geraes de ordem, paz, e commercio tem contribuido para este resultado. Não é extravagante dizer que, durante os ultimos dez annos, os cidadãos dos Estados Unidos têm empregado nas minas, estradas de ferro, terras, e outras empresas do Mexico, capitaes maiores do que o total da moeda em circulação na Republica.

Tambem não devemos desprezar o facto muito significativo de que os direitos aduaneiros sobre os artigos manufacturados de algodão, lã, papel, tabaco e os productos alcoholicos são muito elevados. Os direitos sobre os tecidos manufacturados de algodão foram impostos no anno de 1830, e foram augmentados varias vezes até 1887. Desde este periodo têm permanecido quasi fixos. Estes direitos têm prohibido a importação de muitas classes de tecidos de algodão e de lã, e pode-se dizer com segurança que sobre as qualidades grossas destes productos os direitos nos ultimos dez on quinze annos têm sido na média de 40 a 75 e 85 por cento. Nesta connexão, accrescento uma exposição feita por um escritor eminente n'uma obra intitulada "*Les Finances des Etats-Unis Mexicains d'après Documents Officiels*," por PROSPER GLONER, publicada em 1895. Elle disse: "A industria de algodão no Mexico deve seu desenvolvimento aos excessivos direitos aduaneiros que se impõem sobre os tecidos de algodão ordinarios.

Cinco por cento destes direitos foi imposto primeiramente em 1830, e o augmento de direitos continuou até 1887.”

O Sr. CRITTENDEN, consul geral dos Estados Unidos, em um relatório datado da cidade do Mexico a 7 de Setembro de 1896, que foi publicado no primeiro volume das relações commerciaes dos Estados Unidos em 1895-96, diz que, desde que a taxa de cambio entre o Mexico e os governos estrangeiros tornou-se tão variavel e desfavoravel, e altas tarifas de protecção foram impostas sobre quasi todos os artigos que se consomem no Mexico, muitos dos artigos que antes se importaram, taes como cobertores, tapetes, pannos de toda a classe para roupa de homens, chitas, roupa feita de todas as classes, chapéos, sapatos e outros artigos são manufacturados necessariamente na Republica do Mexico. O povo deste paiz foi bastante intelligente e energico para aproveitar-se desta corrente adversa, e por consequente, tem construido com admiravel rapidez uma serie de fabricas grandes e pequenas para o fabrico de quasi todas as classes de mercadorias e se empregam nellas machinas modernas que comparam favoravelmente com as machinas empregadas por outras nações.

“Alguns artigos manufacturados no Mexico são excellentes em urdume, trama e aperfeiçoamento e se usam mais geralmente do que no passado. Os fabricantes do Mexico têm as vantagens de salarios baratos e o livre uso de força de agua, que se encontra em muitas partes do Mexico, e muitas vezes perto das estradas de ferro que penetram em varias partes da Republica. Os trabalhadores inéxpertos estão sob a direcção de peritos estrangeiros que com facilidade os instruem na execução das obras mais difficeis. Segundo informações que tenho recebido, as fabricas pagam dividendos annuaes de 20 a 40 por cento. * * *

“Com o estímulo que produzem as causas mencionadas, o Mexico não tardará em ter fabricas em todos os Estados de facil accesso e que se adaptam ao estabelecimento das mesmas. Os productos destas fabricas irão melhorando cada dia e poderão ser vendidos a preços que excluirão em grande parte dos mercados os artigos mais ordinarios. Hoje mesmo se exporta calçado de alguns dos Estados do norte do Mexico para nosso paiz. Tenho visto aqui alguns tecidos muito bem feitos para vestidos de homens e um fato feito nos melhores estabelecimentos custa de \$20 a \$30, moeda mexicana. Acha-se no Mexico grande quantidade

de lã. Tambem se cultiva o algodão em algumas partes da Republica, mas a quantidade não é sufficiente para o consumo e o que falta para supprir a demanda, que monta a 75,000 e 100,000 fardos por anno, é importado de Texas, e custa, quando collocado nas fabricas, de 21 a 22 centavos por libra, moeda mexicana."

O Sr. CARDEN, consul geral da Grã Bretanha na cidade do Mexico, concorre com os representantes americanos quanto ao grande desenvolvimento de empresas industriaes neste paiz. "A grande actividade no fabrico de algodão," diz elle no seu relatorio de Agosto de 1897, "pode ser medida pelo facto de que, ainda que haja uma colheita de algodão extraordinariamente boa no Mexico em 1896, as importações de algodão crú excederam as do anno anterior por mais de 30,000 quintaes, ou mais que 10 por cento, e isto mesmo, não obstante ter augmentado muito o preço de algodão." Elle attribue a diminuição de quasi 12 por cento nas importações de fazendas de lã, "ao grande melhoramento da qualidade das manufacturas nacionaes." Explica-se o augmento de quasi 70 por cento nas importações de ferro e aço pela "actividade extraordinaria na construcção e melhoramento de obras de utilidade permanente para o paiz."

O desenvolvimento industrial do Mexico tem sido acompanhado por um augmento notavel nas facilidades de transporte. No primeiro de Julho de 1897, estiveram funcçãoando na Republica 7,365 milhas de estradas de ferro, e ha razão de esperar, julgando do progresso dos annos recentes e os vastos recursos que esperam uma sahida para os mercados do mundo, que a construcção de estradas de ferro será muito augmentada no proximo futuro. "Hoje," disse o consul geral CRITTENDEN no seu relatorio de 7 de Setembro de 1896, "pode-se atravessar por via ferrea quasi todas as partes da Republica, e chegar ao Mexico vindo dos Estados Unidos por qualquer de tres vias ferreas, ou por magnificos vapores de New York até Tampico ou Vera Cruz, e d'alli por via ferrea até a cidade do Mexico. Estas vias ferreas, entretanto, têm sido construidas quasi inteiramente na costa do Atlantico; por conseguinte, a costa do Pacifico é em grande parte inacessivel ou é attingida indirectamente e por maiores distanças. Tudo isto, entretanto, está sendo rapidamente modificado, e hoje estão-se construindo tres vias ferreas na direcção dos portos do

Pacifico. Em breve, pode-se dizer, com effeito, que o Mexico está atravessado em toda parte por vias ferreas. Essas novas estradas de ferro estão sendo subsidiadas pelo Governo."

Desde a data do relatório do Sr. CRITTENDEN, a estrada de ferro atravez do Isthmo de Tehuantepec, que liga o Atlantico ao Pacifico, foi concluida e promette ser um factor do commercio internacional, dando, além disto, os meios de facil communicação entre as costas de léste e do oeste da Republica e ligando os grandes systemas de vias ferreas do planalto central.

O commercio maritimo do Mexico, na costa do Atlantico, é effectuado em grande parte pela New York and Cuba Mail Steamship Company, conhecida tambem como "Ward Line," que tem uma frota de vapores que navegam entre New York e os principaes portos da costa do Golfo do Mexico, incluindo Progreso, Vera Cruz, Tampico, Campeche, etc., por via de Habana. Na costa do Pacifico, os vapores da Pacific Mail Company vindo de San Francisco, tocam em varios portos, taes como Salina Cruz, Acaapulco, Manzanillo, e Mazatlan.

O melhoramento dos principaes portos do Mexico, tem sido, por muitos annos, objecto de solicitude e esforços especiaes por parte do governo mexicano, e nos dous portos do Golfo mais importantes, Tampico e Vera Cruz, obras de grande magnitude têm sido construidas afim de obter um ancoradouro seguro para os navios. Estão-se construindo obras semelhantes em Salina Cruz e Coatzacoalco, os portos do Pacifico e do Golfo respectivamente do Isthmo de Tehuantepec, e com o desenvolvimento das industrias e commercio do Mexico, os pontos importantes ao longo das costas de léste e do oeste serão gradualmente providos de todas as facilidades modernas necessarias para effectuar o trafico maritimo.

Além das estradas de ferro, o Mexico tem facilidades de transportes fluviaes que são susceptiveis de grande desenvolvimento. Mas as condições topographicas e do clima impedem que se possa navegar os rios sem interrupção durante o anno. Sobre este assumpto, Sr. CRITTENDEN, consul geral dos Estados Unidos, em um relatório que foi publicado em relatorios consulares especiaes "Highways of Commerce," em 1895, diz: "A configuração do paiz e a natureza das estações tornam impossivel a existencia de grandes rios navegaveis. Alguns rios podem ser navegados por pequenas embarcações por uma distancia que não excede

de 125 milhas do Golfo e 62 milhas da costa do Pacifico. Os numerosos picos, cujas alturas são de 10,000 a 17,000 pés sobre o nivel do mar, são pouco cubertos de neve, e a quantidade de neve que cae n'elles não é sufficiente para formar grandes volumes de agua ou rios.

“Nos planaltos centraes, ha alguns lagos, cujas aguas são utilizadas, até certo ponto, pelos indios para o trafico em suas pequenas canoas. Os canaes são impraticaveis, por causa da topographia, salvo na costa do Golfo, nos planaltos dos Estados centraes e do norte; mas o maior obstaculo para a navegação interior é o facto de que em certos periodos do anno, principalmente na estação secca, quer por evaporação natural, quer pelo uso descuidado das aguas para a irrigação, os ribeiros diminuem de modo que tornam impossivel a navegação dos rios pelas mais pequenas embarcações. Mais cedo ou mais tarde esta perda de agua será remediada, porque as autoridades são vigilantes em proteger e guardar todos os elementos que contribuem para o progresso do Mexico. Esta falta de meios de navegação podia ser remediada, até certo ponto, pela canalisação ou pela conservação das aguas nas bacias naturaes que existem em varias partes da republica, desviando-as em certas estações do anno para os rios ou canaes que se podem navegar, afim de manter constantemente a necessaria profundidade.”

O Governo do Mexico já deu provas de que conhece o valor de taes emprezas contractando varios canaes importantes, incluindo o canal de Chijol, que se estende de Tampico a Tuxpan a uma distancia de 200 milhas, e a canalisação do Rio Tempoal que despeja no Panaco perto de Tampico. Ha muitos outros rios e ribeiros que podem ser utilizados por meio de melhoramentos de maior ou menor magnitude, e quando o Mexico tiver sido provido de um systema efficiente de vias fluviaes, seu commercio interno será muito augmentado. “Os esforços do Prèssidente DIAZ e sua liberalidade para com as emprezas de vias ferreas e as linhas de vapores,” diz o consul geral CRITTENDEN, foram os principaes factores do estabelecimento de meios de comunicação na Republica, realisando o que nenhum dos seus predecessores puderam fazer—isto é, tornar este paiz um dos mais prosperos dos hispano-americanos. Pode-se assumir que a mesma politica geral será seguida no melhoramento dos rios e estradas, com resultados correspondentemente beneficos.

O desenvolvimento interno do Mexico e o augmento de suas industrias e commercio nacional são de importancia e de interesse especial para o povo dos Estados Unidos, porque contribuem não somente para o augmento geral do commercio, mas criam as melhores condições para o emprego de capitaes e trabalhadores entendidos dos Estados Unidos, e para a venda de machinas, instrumentos, ferragens e grande variedade de outras manufacturas americanas, no fabrico dos quaes os Estados Unidos são eminentes. Capitaes americanos já estão empregados em grande escala nas estradas de ferro e minas do Mexico, e pode-se esperar que empresas agricolas e manufactureiras tambem attrahirão os capitaes e os peritos da grande Republica do norte. Felizmente, os artigos que se offerecem para a troca por um paiz, são de natureza que, com poucas excepções não fazem concorrência com as industrias nacionaes do outro, e á proporção que os recursos internos do Mexico se forem desenvolvendo, as relações commerciaes das duas Republicas deverão tornar-se mais estreitas e fortificadas.

Joseph P. Smith

BRAZIL.

IMMIGRAÇÃO EM. 1896.

O ultimo relatorio do consul geral dos Paizes Baixos no Rio de Janeiro menciona que durante o anno de 1896, 99,379 immigrants desembarcaram no porto do Rio de Janeiro, e 58,579 no porto de Santos, isto é um total de 157,948 individuos pertencentes ás seguintes nacionalidades:

Italianos.....	96, 324
Hespanhões.....	24, 153
Portuguezes.....	22, 299
Austriacos.....	8, 365
Allemaes.....	1, 070
Russos.....	562
Americanos do Norte.....	471
Francezes.....	328
Suissos.....	153
Inglezes.....	63
Dinamarquezes.....	55
Belgas.....	22
Hollandezes.....	7
Diversas nacionalidades.....	1, 046

Este relatório se refere sómente aos portos do Rio de Janeiro e de Santos; não computa as entradas nos outros portos do Brazil, especialmente os do rio Amazonas onde se estabeleceu recentemente um serviço regular de immigração.

ESTRADAS DE FERRO DO SUL DO BRAZIL.

Lê-se no *Brésil* de Pariz de 26 de Dezembro ultimo:

“Inaugurou-se no dia 15 de Novembro a estação de Carasinho, da linha ferrea de Santa Maria ao Uruguay, pertencente á Companhia de Estradas de Ferro Sudoeste Brasileiras. Esta linha faz parte da concessão de Itararé á Santa Maria da Bocca do Monte e ramaes, dividida entre duas companhias: uma Brazileira, a de São Paulo ao Rio Grande, que construe as linhas do Estado do Paraná, e a outra Belga, Estradas de Ferro Sudoeste Brasileiras que construe as do Rio Grande do Sul. Das linhas desta ultima companhia foram entregues ao trafico 299 kilometros, dos quaes 160 de Santa Maria á Cruz Alta, e 139 deste ponto á nova estação de Carasinho. Antes do fim do anno será inaugurada a estação de Passo Fundo, a $54\frac{1}{2}$ kilometros desta ultima estação, o que elevará a extensão das linhas em trafico a $354\frac{1}{2}$ kilometros.

“Pela sua parte as linhas da Companhia São Paulo ao Rio Grande estão muito adiantadas. Os trabalhos de aterro estão quasi concluidos em uma extensão de 96 kilometros ao norte de Ponta Grossa, e em bom andamento em uma extensão de 150 kilometros ao sul desse ponto. A collocação dos trilhos progride rapidamente.

“A concessão de Itararé é uma das que teem dado melhores resultados practicos. Os trabalhos começaram em 1890 e teem-se construido até o presente cerca de 560 kilometros, isto é 80 kilometros por anno.”

COSTA RICA.

DESENVOLVIMENTO FINANCEIRO E COMMERCIAL.

Extrahimos de documentos officiaes remettidos a esta Secretaria pelo Sr. MANUEL ARAGÓN, director geral de Estatistica, a seguinte informação relativa ao desenvolvimento da Republica de Costa Rica.

A população tem augmentado constantemente durante os ultimos quatorze annos. O recenseamento geral de 1882-83 calcula o numero da população em 182,528 e o de 1895-96, em 285,003.

Segundo o calculo feito a 31 de Março de 1897, a população actual é de 294,941, que mostra um augmento de 112,413 nos ultimos quatorze annos. Durante o exercicio de 1895-96, a circulação do papel moeda nacional foi reduzida a \$2,764 e a dos certificados de guerra a \$98,669. Esta circulação foi reduzida ainda mais, de modo que a 31 de Março, 1897, não havia em circulação o papel moeda nacional e os certificados de guerra tinham diminuido a \$79,155.75. Na mesma data a divida interna montava a \$1,117,000.

O meio circulante do paiz no fim do exercicio de 1895-96, montava a \$20.08, por cabeça da população. A unidade monetaria é o colon, que é uma moeda de ouro de 778 milligrammas de peso e de 900 millesimos de fineza, e equivale a 46½ centavos na moeda de ouro dos Estados Unidos. Desde o decreto de 24 de Outubro de 1896, que estabeleceu o padrão de ouro, a moeda de prata tem sido empregada como moeda subsidiaria.

A cultura e a exportação do café constituem o principal negocio da Republica. Segundo os relatorios da Repartição de Estatistica Nacional, o total do café exportado no primeiro semestre de 1897 montou a \$4,666,160 (ouro). Durante o mesmo periodo bananas foram exportadas no valor de \$225,267.50; madeira no valor de \$262,862.64, e outros artigos no valor de \$47,676.19. Destas exportações, a Grã Bretanha recebeu no valor de \$2,770,196: os Estados Unidos no valor de \$1,359,470, a Allemanha no de \$924,300 e os demais paizes no de \$148,000. O total das importações durante o mesmo periodo montou a \$2,252,970.

As importações dos paizes foram as seguintes:

Paizes.	Valor em ouro.	Por cento.
Estados Unidos.....	\$871, 646. 91	38. 69
Allemanha	357, 652. 02	15. 87
Inglaterra	518, 833. 37	23. 02
França.....	167, 303. 77	7. 43
Italia.....	83, 070. 50	3. 68
Hespanha	55, 154. 48	2. 45
Belgica.....	4, 893. 50	0. 22
America do Sul.....	94, 571. 90	4. 20
St. Thomas.....	445. 00	0. 02
Cuba.....	20, 543. 78	0. 91
Nicaragua	10, 739. 90	0. 48
Guatemala.....	288. 06	0. 01
Salvador	21, 334. 50	0. 95
Volumes postaes.....	44, 999. 30	2. 00
Bagagem pessoal.....	1, 493. 40	0. 07
Total.....	2, 252, 970. 39	100

O café exportado foi distribuido do modo seguinte :

	Saccos.
Para Londres	133, 676
Para Hamburgo..	24, 833
Para New York	33, 887
Para California	19, 946
Para Bremen	12, 373
Para Bordeaux.....	5, 827
Para os demais paizes	1, 362

GUATEMALA.

MEDIDAS FINANCEIRAS.

O Ministerio de Estado recebeu da Legação americana em Guatemala copias de dous decretos relativos á situação financeira daquella Republica. O teor do primeiro decreto é como se segue :

Desde o primeiro de Janeiro do anno corrente, todas as dividas do Governo serão unificadas, e como garantia dos credores, apolices da divida interna serão emittidas, as quaes serão trocaveis pelas apolices da actual divida fluctuante, as do emprestimo de tres milhões, as da exposição, o emprestimo dos bancos em Maio, o emprestimo de Setembro e os titulos garantidos pela Exposição da America Central.

As apolices da divida interna serão emittidas nas denominações de \$100, \$500, e \$1,000, a 12 por cento por anno. Estas apolices serão amortizadas por sorteios trimensalmente que começarão no mez de Março de 1899, e cujas quantias serão determinadas no orçamento; os juros serão pagos pelo Banco de Guatemala no fim de cada mez desde Janeiro de 1898; as apolices da divida fluctuante serão trocaveis pelas apolices da divida interna com um desconto da metade dos juros accumulados na data da transacção; as denominações de menos de \$100 não receberão juros e o director geral de contas emittirá certificados das mesmas. As apolices da divida interna que estão destinadas ao resgate do emprestimo de guerra de Setembro, serão detidas pelo director geral de contas e serão entregues aos possuidores quando estes apresentarem os documentos cancellados.

Para o pagamento desta divida, serão destinados 15 centavos do imposto cobrado sobre cada garrafa de bebidas espirituosas vendida nos depositos do paiz, desde o primeiro de Janeiro até 30 de

Setembro de 1898, e depois desta data, 25 centavos deste imposto e 5 centavos dos impostos de importação sobre mercadorias estrangeiras. O Banco de Guatemala está incumbido da administração da dívida interna.

O segundo decreto estipula o resgate gradual em prata de todos os bilhetes a receber emitidos pelos varios bancos da Republica e diz que o Presidente, considerando que o prazo concedido aos bancos para a suspensão de pagamentos em moeda termina no primeiro de Janeiro de 1898, resolve o seguinte :

Nos mezes de Janeiro e Fevereiro de 1898, os bilhetes das denominações de \$1 e \$5 serão trocados: em Março os de \$1, \$5, \$10 e \$50; em Abril, os de \$1, \$5, \$10, \$20, \$25 e \$100; no primeiro de Maio a troca geral de prata será reestabelecida.

Os depositos recebidos pelos bancos depois do primeiro de Janeiro serão pagos na mesma classe de moeda em que se fizeram os depositos, quer papel, quer moeda. O decreto de 21 de Maio está alterado, sendo comprehendido que os bilhetes não incluídos no resgate acima mencionado continuarão a ser a moeda legal até 30 de Abril de 1898.

PARAGUAY.

O PARAGUAY NA EXPOSIÇÃO DE BRUXELLAS.

Esta Secretaria recebeu do Honrado Senhor JOHN STEWART, consul geral do Paraguay nos Estados Unidos a seguinte memoria, escripta pelo ministro de relações exteriores, Don JOSÉ DECOND, relativa á parte que aquella Republica tomou na Exposição Internacional de Bruxellas de 1895.

A participação que o Paraguay teve na grande exposição internacional ultimamente celebrada em Bruxellas, apézar de ter de concorrer de um modo precipitado pelo curto tempo que dispoz para ella, demonstrou de maneira convincente o grande adiantamento realizado naquelle paiz nestes ultimos annos.

O Paraguay, cujo passado tanto contribuiu para prejudical-o aos olhos do estrangeiro, já não é actualmente a região mysteriosa de sinistras dictaduras, mas um povo viril e emprehendedor, que responde aos impulsos modernos, onde o immigrante honrado como o rico capitalista encontrarão largo campo a sua actividade,

sob a protecção das mais vantajosas leis e de um dos governos mais liberaes da America do Sul.

Depois da guerra com a triplice alliança argentino-brazileiro-oriental em que consumiu quasi todas suas energias, o Paraguay tem-se levantado com seus proprios esforços e em vinte e cinco annos de constante trabalho, sob os beneficos auspicios de uma paz quasi nunca interrompida, tem conseguido chegar a um posto honroso e invejavel entre suas irmãs do sul. Prova disto é o exito obtido na ultima exposição de Bruxellas.

As artes industrias nacionaes, a agricultura e a bibliographia, tiveram alli honrosa representação, como o provam os premios obtidos, muito superiores aos que lhes foram conferidos anteriormente em casos analogos, e com um numero muito maior de expositores, e si as difficuldades motivadas pelo recesso das Camaras legislativas não tivessem impedido ao paiz preparar-se para a exposição, teria figurado com inesperado brilho entre os demais paizes.

A impressão produzida pela secção paraguaya não deixou, contudo, de corresponder a seus meritos, a julgar pelos seguintes paragraphos que extrahimos do relatorio apresentado pelo Sr. OOSTENDORP ao Governo da Republica.

O Paraguay foi uma das primeiras secções visitadas e tive a honra de acompanhar a S. M. tendo a meu lado o Sr. HEMELEERS FIÉVI, Consul da Republica em Bruxellas. A vista do palacio nacional em Assumpção, representada pelo grande quadro decorativo de que já informei a V. Ex., causou impressão em S. M., e me pediu detalhes a este respeito; dirigindo-se então ao Sr. Ministro da Industria e do Trabalho, fez a muito amavel observação que se poderia ir ao Paraguay com o objecto de buscar inspirações para construir novos edificios. A mobilia de madeira do paiz chamou tambem a attenção do rei, e perguntou si tinha sido feita no Europa, ao que pude, com muito prazer, responder que foi feita no Paraguay. Pode-se dizer que para muitos visitantes, a secção é uma verdadeira relação do estado adiantado de cultura do Paraguay, assim como o demonstram os productos mandados e a numerosa e interessante collecção de vistas photographicas da capital e do campo.

Os premios conferidos a expositores paraguayos foram os seguintes:

Quatro diplomas, premio grande.

Dois diplomas, de honra.

Oito diplomas, medalhas de ouro.

Dezaseis diplomas, medalhas de prata.

Quinze diplomas, medalhas de bronze.

Cinco diplomas, menções honrosas.

Foi um total de 50 premios para 40 expositores. Deve-se notar que na Exposição Universal de Pariz de 1889, o Paraguay obteve 54 distincções com só dous premios grandes para um numero de expositores muito mais importante.

Os premios enumerados correspondem em sua maior parte á industria e á agricultura nacional; a poderosa riqueza vegetal daquella terra chamou tambem muito a attenção, assim como as propriedades notaveis da herva matte, cujo uso se acha tão generalizado na parte meridional da America do Sul, começando já tambem a propagar-se nas regiões do norte:

VENEZUELA.

COMMERCIO DOS ESTADOS UNIDOS COM VENEZUELA.

O Sr. PROSKAUER, consul dos Estados Unidos em Puerto Cabello, remetteu ultimamente ao Ministerio de Estado um extenso e interessante artigo sobre as oportunidades em Venezuela de empresas commerciaes americanas. Diz que o commercio de cutelaria, telhas de vidro e de barro e artigos semelhantes, pode ser muito augmentado, e que as qualidades ordinarias destes productos encontram uma prompta venda neste paiz. Em consequencia dos excessivos impostos sobre o tabaco, e, por conseguinte, o desenvolvimento da sua cultura e fabrico nacional, a importação deste artigo tem sido muito restringida e se crê que Venezuela tornar-se-ha breve exportadora.

Dentro de 6 milhas de Puerto Cabello foi descoberto marmore de boa qualidade, e obras que custam mais de \$50,000 já foram installadas para explorar as pedreiras.

O carvão de pedra que se emprega nas estradas de ferro procede principalmente da Inglaterra, mas o Sr. PROSKAUER crê que, si se esforçarem diligentemente, o carvão dos Estados de Alabama e de Virginia pode ser introduzido neste paiz com vantagem e finalmente poderia supplantar o carvão inglez. Essa suggestão parece pratica e opportuna, em vista da proximidade das minas americanas e a disposição por parte dos commerciantes e fabricantes americanos de augmentar o seu commercio com Venezuela.

A seguinte informação é extrahida de um relatorio sobre o commercio dos Estados Unidos com Venezuela, e contem sugestões valiosas e praticas:

* * * O commercio dos Estados Unidos com este paiz é muito prejudicado pela falta de casas bancarias americanas, etc. Não é necessario dizer que todas as casas grandes têm seus estabelecimentos americanos, mas é evidente que isto não substitue a falta de comunicação entre as casas americanas nos Estados Unidos e seus estabelecimentos aqui.

Uma das nossas principaes difficuldades de commercio deve ser comprehendida mais claramente e publicada para o conhecimento do publico. Refiro-me ao systema de dar ao commerciante um credito de seis, nove, ou até doze mezes para dar-lhe tempo de esperar pela colheita. Os bancos são limitados e em alguns lugares não existem. Por conseguinte, os commerciantes, se têm de fazer os pagamentos dentro de 60 ou 90 dias, como succede comnosco, ficam nas mãos dos emprestadores de dinheiro e têm de pagar juros á razão de 1 ou 1½ por cento por mez ou mais. A taxa de cambio, assim, podia ser regulada mais facilmente, a qual, ainda que seja raramente pesada, algumas vezes é muito alta. A moeda repousa praticamente sobre o padrão de ouro, podendo o ouro converter-se em prata e vice-versa. Estando prohibida a emissão de papal-moeda pelo Governo, os unicos bilhetes que estão em circulação são os do Banco de Venezuela e do Banco de Caracas, e são limitados ao uso local.

CONTRACTO PARA O ESTABELECIMENTO DE ARMAZENS ALFANDEGADOS.

N'uma communição dirigida ao Ministerio de Estado o Ministro LOOMIS transmitta as estipulações de um contracto celebrado entre o Governo de Venezuela e o Sr. JOSÉ RAFAEL NÚÑEZ, venezuelano, para o estabelecimento na Republica de um systema de armazens alfandegados.

Esta empresa é de muito interesse para os americanos que têm relações commerciaes com Venezuela.

É de notar que a concessão pode ser transferida a casas particulares ou individuos, mas não a nações estrangeiras.

Os principaes pontos do contracto são os seguintes:

ARTIGO 1º. JOSÉ RAFAEL NÚÑEZ, seus representantes ou concessionarios, obrigam-se a construir em Caracas e os portos de Venezuela habilitados para a importação, armazens ou depositos que facilitem aos negociantes suas operações e os garantam o cuidado e conservação de suas mercadorias.

ARTIGO 2º. A Empresa de Armazens receberá em seus estabelecimentos todas as mercadorias de importação ou de exportação

que os donos destas queiram depositar; fará por sua conta o pagamento dos direitos aduaneiros correspondentes a ditas mercadorias, acarreto, etc., e as terá á disposição de seus donos sob as condições seguintes:

(a) Os donos de mercadorias depositadas poderão extrahir dos armazens a quantidade de mercadorias que necessitem, pagando unicamente os gastos ocasionados á empreza.

(b) Os donos de mercadorias seccas, taes como tecidos, ferragens, quinquilharia, etc., pagarão á Empreza de Armazens, não mais de um juro de 9 por cento annual sobre a quantidade que se tenha pago pelos direitos aduaneiros e demais gastos de acarreto, etc.; e os donos de viveres pagarão não mais de 10 por cento annual.

(c) A Empreza de Armazens cobrará por direitos de armazenagem á razão de 5 bolivares mensaes por cada 1,000 kilogrammas por deposito em armazens ventilados, e 10 bolivares mensaes por cada 1,000 kilogrammas por deposito em armazens hermeticamente fechados.

(d) Por deposito de artigos de exportação a empreza cobrará por direito de armazenagem á razão de 9 bolivares por cada 1,000 kilogrammas.

(e) A Empreza de Armazens não cobrará os direitos e seus demais gastos pelas mercadorias que tenha em deposito, sinão ao serem estas retiradas de seus armazens; de modo que os donos de mercadorias farão seus pagamentos em relação com a quantidade de mercadorias que tirem; e a que deixem em deposito ficará em garantia do que devam á empreza.

(f) A Empreza de Armazens obriga-se a entregar as mercadorias nas mesmas condições em que as tenha recebido, e será responsavel pelo prejuizo que soffram em seus armazens por força maior ou caso fortuito; mas em nenhum caso será responsavel por aquelles artigos que não tenham sido verificados em seu conteúdo pelos interessados e a empreza, ou que estejam expostos a deterioração espontanea ou natural, ou perda de peso; e,

(g) A Empreza de Armazens terá o numero de empregados e de carros ou vehiculos proprios para conduzir as mercadorias com toda a segurança e precauções necessarias.

ARTIGO 3º. A Empreza de Armazens supprirá dinheiro aos donos de mercadorias depositadas em seus armazens até a terça

parte do preço de custo das mercadorias depositadas. Estes empréstimos verificar-se-hão até o prazo de um anno á taxa de 8 por cento annual, e serão garantidos com as mesmas mercadorias que estejam em deposito. Si, vencido o prazo, não se tiver pago o dinheiro emprestado, nem o dos juros que lhe correspondam, a Empresa de Armazens venderá em hasta publica as mercadorias que garantam o empréstimo; tomará do producto da arrematação a quantidade de juros e os gastos correspondentes que se lhe devam; e si houver algum saldo, será entregue aos donos de mercadorias devendo concorrer ao acto da arrematação os donos ou seu representante. Mas, si ao vencer-se o prazo se tiverem pago os juros e só se deva o empréstimo, o dono tem o direito de escolher entre a arrematação immediata ou a prorrogação de seu direito de resgate até por mais seis mezes ficando submettido durante essa prorrogação ás mesmas condições em que esteve durante o prazo vencido. A Empresa de Armazens fará a arrecadação de seus juros dando por vencido o mez começado.

ARTIGO 4º.—As mercadorias que permaneçam depositadas nos armazens da empresa, serão consideradas como garantia, quer do dinheiro empregado pela empresa em pagamento dos direitos aduaneiros e outros, quer das quantias que seus donos tenham recebido da empresa, como empréstimo; e por conseguinte não poderão em nenhum caso ser vendidas, embargadas nem submettidas a outras contribuições a não serem existentes. Sejam quaes forem as circumstancias que se apresentarem, ter-se-hão em conta a legitimação e prioridade dos direitos adquiridos pela empresa de Armazens sobre as mercadorias que appareçam compromettidas como garantia de suas negociações. A empresa fará conhecer ao publico, por meio da imprensa, cada tres mezes, a existencia de mercadorias e o nome dos depositantes.

ARTIGO 5º. A Empresa de Armazens pagará os direitos aduaneiros correspondentes ás mercadorias que lhe sejam entregues em deposito, na mesma alfandega respectiva. O pagamento far-se-ha immediatamente depois que os agentes de commissão tiverem verificado o documento apresentado pela alfandega que contem a liquidação dos direitos que devem ser pagos. Isto é sem prejuizo das acções que competem ao Governo contra o dono das mercadorias e sobre estas mesmas pelo pagamento dos direitos de importação.

ARTIGO 6°. O Governo dos Estados Unidos de Venezuela obriga-se :

(1.) A conceder a isenção de direitos para a importação dos materiaes de construcção e a mobilia que a empresa necessite até seu completo estabelecimento; cumprindo em cada caso o disposto no código da fazenda sobre as importações de mercadorias livres de direitos por contractos.

(2) A exonerar á empresa de todo imposto nacional.

(3) A não fazer concessão igual á deste contracto a nenhuma pessoa, companhia ou corporação, por todo o tempo que dure este contracto, cujo prazo é de vinte e cinco annos.

ARTIGO 7°. Dentro dos dous annos a contar da data em que fôr approvedo este contracto pelo Congresso Nacional, a Empresa de Armazens deverá tel-os estabelecidos em Caracas, La Guaira, Puerto Cabello, Maracaibo e Ciudad Bolivar, e dentro de tres annos a contar da mesma data, nos demais portos habilitados.

O PRESIDENTE IGNACIO ANDRADE.

O General IGNACIO ANDRADE, actual Presidente de Venezuela, nasceu em Merida em 1839; descende de uma familia illustre do paiz e é filho do General JOSÉ ESCOLASTICO ANDRADE. O Senhor JOSÉ ANDRADE, distincto Ministro de Venezuela nos Estados Unidos, é um de seus irmãos.

O Presidente ANDRADE tem figurado por muitos annos nos assumptos publicos de Venezuela e tem occupado numerosos postos de prominencia e responsabilidade. Sua vida publica não se tem limitado aos assumptos politicos, mas é tambem um soldado distincto que mandou um corpo de exercito e tomou parte muito importante na revolução de 1892, a qual collocou o General JOAQUIM CRESPO á testa do Governo.

O novo Presidente tem viajado muito, e está perfeitamente identificado com o espirito da epocha. Residiu na Europa por muitos annos e tem visitado os Estados Unidos em varias occasiões. Sua eleição para a Presidencia em Setembro ultimo foi quasi unanime, pois recebeu 406,000 votos de um total de 490,000.

O Honrado Sr. FRANCIS B. LOOMIS, Ministro dos Estados Unidos em Venezuela, que está agora neste paiz, crê que a

administração do novo Presidente é favoravel á continuação das relações cordiaes entre os dous paizes e ao augmento do commercio. O Sr. LOOMIS diz que Venezuela necessita capitaes, e que o Presidente ANDRADE deseja fomentar o emprego em Venezuela de capitaes estrangeiros, assim como tambem a immigração, especialmente dos Estados Unidos.

MISSÃO ESPECIAL DO GOVERNO INGLEZ NA AMERICA DO SUL.

O South American Journal de 8 de Janeiro, referindo-se aos passos que está dando o Governo inglez para reter e estender seu commercio actual com a America do Sul, publica o seguinte :

“Communicam-nos que o Governo nomeou o Sr. WORTHINGTON, de Manchester, como enviado especial para a America do Sul, com o objecto de investigar as condições dos mercados locais para informação da junta de commercio que está considerando agora a conveniencia de estabelecer uma repartição de informação commercial. O Sr. WORTHINGTON irá acompanhado de Sir VINCENT BARRINGTON, o qual representará as camaras de commercio associadas. Ambos os commissarios pensam partir deste paiz para a America do Sul em fins do corrente mez.”

O Daily Mail, ao dar esta noticia, accrescenta :

Os preliminares do projecto, que Sir COURTNEY BOYLE foi o primeiro a annunciar recentemente em Nottingham, continuam satisfactoriamente. Não sómente têm-se obtido muitas informações uteis de varias camaras de commercio, mas têm-se recolhido tambem dados de muito valor. Estas informações não bastam, entretanto, para indicar qual seja o character definitivo do projecto. Isto sómente poderá ser determinado quando os membros da comissão que foram nomeados para estudar a proposta, apresentarem seu relatorio ao presidente da junta de commercio, a qual o submeterá então ao Gabinete, acompanhado de suas recommendações, e o Gabinete decidirá definitivamente.

CODIGO DA NOMENCLATURA COMMERCIAL.

A Secretaria do Thesouro dos Estados Unidos publicou a seguinte circular que adopta para uso nas varias alfandegas deste paiz, como livro de consulta, o Codigo da Nomenclatura Com-

mercial, compilado e publicado pela Secretaria das Republicas Americanas:

[Circular da Secretaria No. 16. Secção de Alfandegas.]

SECRETARIA DO THESOURO,
GABINETE DO SECRETARIO,

Washington, D. C., 22 de Janeiro de 1898.

Aos inspectores e outros empregados das alfandegas:

De conformidade com uma resolução da Conferencia Internacional Americana, pela qual se recommenda aos governos representados n'ella a adopção de uma nomenclatura commum para designar em ordem alphabetica em inglez, em portuguez e hespanhol, aquelles artigos sobre os quaes se impõem direitos de importação, devendo a mesma ser usada pelas nações americanas ao inpor direitos existentes ou que fôrem mais tarde estabelecidos, assim como para preparar manifestos, facturas consulares, entradas, despachos de sahida e outros documentos de alfandega, a Secretaria das Republicas Americanas publicou em tres volumes, uma obra intitulada "Codigo da Nomenclatura Commercial," que contem 28,000 palavras commerciaes dispostas de tal maneira que constituem um livro conveniente de consulta nas tres linguas, ingleza, portugueza e hespanhola.

Esta publicação é pela presente aceita como obra de consulta para a traducção de palavras e phrases commerciaes para uso desta Secretaria e dos inspectores de alfandegas, assim como dos avaliadores de mercadorias.

Esta Secretaria deverá ser notificada de qualquer erro ou inexactidão que se descubra n'ella.

W. B. HOWELL, *Sub-Secretario.*

COMMERCIO MISCELLANEO.

REPUBLICA ARGENTINA.

Introdução de Carvão de
Pedra Americano.

Um representante de uma casa importante de carvão de pedra de Philadelphia está actualmente em Buenos Aires com o fim de collocar neste mercado o carvão Pocahontas. Este carvão tem sido empregado por muito tempo na America Central e nas Antilhas e tem dado resultados satisfactorios. O actual commercio de carvão entre os Estados Unidos e a Republica Argentina é muito pequeno, mas é susceptível de grande desenvolvimento si se esforcarem diligentemente. O total das exportações de carvão de pedra para os paizes sul-americanos no exercicio findo a 30 de Junho, 1897, foi no valor de só \$145,000. As vastas minas de carvão de Virginia, tendo sahida em Norfolk para o estrangeiro, devem ser postas em comunicação immediata com as Antilhas, America Central e America do Sul.

Colheita de Trigo em
Santa Fé.

A colheita de trigo na Republica Argentina, a que se procedia durante o ultimo mez, está agora praticamente concluida. Segundo noticias recebidas do districto de Santa Fé, centro productor

de trigo, a colheita é a maior que se tem feito por muitos annos. Diz-se que a colheita é excellente, tanto na sua quantidade, como na qualidade e côr do grão.

Enfardamento de Apparelhos Electricos. Os importadores de Buenos Aires queixam-se do máo estado em que os apparelhos electricos chegam a esta cidade. Cita-se, como exemplo, uma casa americana que enviou a este mercado uma grande remessa de lampadas globulares para luz electrica, as quaes chegaram em grande parte quebradas. Ao mesmo tempo em que se fez essa reclamação, cita-se o facto de que as remessas da Inglaterra chegaram em muito melhor condição. As pessoas interessadas neste commercio devem aproveitar-se desta suggestão.

BRAZIL.

Cabo Submarino. O cabo do Oeste e do Brazil entre Pernambuco e Ceará, e o cabo do Amazonas, que se estende desde a foz deste rio até Manáos, os quaes estiveram interrompidos por algum tempo, foram concertados e está restabelecida a communicação.

Exportação de Borracha. As exportações de borracha do Pará no mez de Outubro proximo passado montaram a 2,074,644 kilogrammas, dos quaes 1,061,573 kilos foram embarcados para a Europa e 1,013,071 para os Estados Unidos.

Mineração de Ouro em Minas Geraes. A Companhia Mineira de São Bento, que começou suas operações no Estado de Minas ha um anno, possui quasi 10,000 geiras de terra. O minerio foi calculado a dar uma média de 311 grammas de ouro por tonelada, mas em alguns lugares era muito mais rico e deu 715 grammas. O minerio é muito friavel e não se necessitam moinhos para trabalhá-lo. Pode ser pulverisado passando-o simplesmente entre cylindros, depois collocando-o nos tanques. A companhia tem um capital de \$1,300,000 (ouro).

Nova Fabrica de Chapéos. A nova fabrica de chapéos estabelecida ultimamente na cidade do Rio de Janeiro, emprega 120 operarios e faz 1,000 chapéos por dia. Pode produzir até 5,000 chapéos diariamente, no maximo, e diz-se que chegará a empregar 600 operarios.

Abastecimento de Carvão. O Jornal do Commercio noticia que a Brazilian Financial Company, de Londres, celebrou um contracto para o abastecimento de carvão da Estrada de Ferro Central durante o anno proximo. O preço que se estipulou foi de \$6.25 por tonelada, collocada no porto de Rio de Janeiro. Segundo o contracto, a quarta parte de toda a quantidade pode ser entregue em Santos, com uma despesa adicional de 75 centavos por tonelada.

CHILI.

Exportação de Carnes Geladas. Organizou-se ultimamente em Valparaiso uma companhia para exportar carnes geladas de Punta Arenas no Estreito de Magalhães para a Europa. Diz-se que em breve a companhia exportará 20,000 carneiros como seu primeiro ensaio.

MEXICO.

Fabrica de Folha de Flandres. Vai-se inaugurar em breve no Mexico a nova industria do fabrico de folha de Flandres e já foi solicitada ao Governo mexicano a propria concessão. Crê-se que, em consequencia do augmento

do commercio de productos conservados, taes como os fructos e legumes, que a Republica está desenvolvendo, a nova industria que se projecta favorecerá muito o paiz, e se espera com interesse a acção do paiz a respeito.

Fabrica de Bicycletas e de Borracha. Uma concessão foi feita pelo Governo mexicano a um fabricante americano, para construir e operar uma fabrica de bicycletas e de borracha no Mexico. O concessionario propõe-se utilizar a grande força de agua que já obteve para produzir a força electrica e fazer concorrência com os fabricantes dos Estados Unidos no commercio de bicycletas. Por causa dos salarios baratos no Mexico espera-se que a empreza terá bom exito.

Inauguração da Estrada de Ferro do Mexico, Cuernavaca do Pacifico. Um interessante e importante successo, que mostra o desenvolvimento interno e o espirito progressivo do Mexico, foi a inauguração no mez de Dezembro proximo passado da estrada de ferro do Mexico, Cuernavaca e do Pacifico que estende-se da cidade de Mexico até Cuernavaca. O Presidente da Republica e seu ministerio assistiram ás ceremonias, assim como os membros do corpo diplomatico e outras pessoas distinctas da Republica. A distancia entre os pontos terminaes da estrada é de 75 milhas, mas o que é de importancia quanto a esta linha, é que se projecta estendel-a até Acapulco na costa do Pacifico e sua construcção até este porto será proseguida com a mesma energia que tem sido manifestada nas obras concluidas.

Planos para o novo Palacio Legislativo. Até o dia 27 de Dezembro de 1897, o Governo Mexicano tinha recebido para approvação, vinte e nove planos ou especificações para o novo Palacio Legislativo que propõe-se construir na cidade de Mexico. Alguns destes foram submettidos por mexicanos e outros por europeos, mas a maior parte foi submettida por architectos americanos.

Orçamento para 1898-99. No parecer submettido ao Congresso pelo Sr. JOSÉ INES LIMANTOUR, a despeza para o exercicio de 1898-99 é orçada em \$52,089,000, e a renda em \$52,109,000. Na divisão de rendas, a renda aduaneira é orçada em \$23,847,000, os impostos internos em \$23,092,000 e o resto do orçamento de renda vem de outras fontes.

Concessão para uma Fabrica de Fundição. Uma concessão foi feita ultimamente pelo Governo mexicano a uma companhia de Kansas City, Missouri, para a construcção de uma fabrica de fundição na Villa del Carmen no Estado de Coahuila, para a preparação de todas as classes de mineraes. Pelas estipulações da concessão, a fabrica de fundição deverá ter uma capacidade minima de tratar 25 toneladas de mineraes por dia. A construcção da obra deverá começar dentro do prazo de dous annos, a contar de 30 de Dezembro de 1897, e deve ser concluida dentro do prazo de oito mezes contados da mesma data. As machinas e materiaes que se necessitam para a obra serão importados livres de direitos.

Annullação de uma Concessão de Estrada de Ferro. Devido ao facto de não ter cumprido a Companhia de Estrada de Ferro Mexicana do Sudoeste com as estipulações da concessão, o Governo Mexicano annullou o contracto. Esta resolução é baseada em não terem os concessionarios cumprido com o que dispõe o artigo 2º, no qual se estipulou que dentro de um anno depois de promulgada a concessão (20 de Dezembro de 1896) 100 kilometros da linha, de San Gerónimo

á fronteira de Guatemala, deviam estar concluidos. Com a annullação do contracto se perde a somma de \$50,000 depositada no Thesouro do Governo como garantia do cumprimento do contracto.

NICARAGUA.

Estrada de Ferro Nacional.

No Boletim de Dezembro se fez referencia a um projecto de lei, então pendente de discussão perante o Congresso de Nicaragua, autorisando a venda da Estrada de Ferro Nacional e os vapores do Lago Managua, que fazem suas viagens em combinação com aquella. O Sr. PAUL WIESKE, consul dos Estados Unidos em Managua, communica ao Ministerio de Estado em data de 19 de Outubro de 1897, que aquelle projecto foi approved e que o commissario nomeado pelo Governo para vender ou arrendar a linha, visitará primeiramente os Estados Unidos. O equipamento completo da linha, segundo o Sr. WIESKE, comprehenderá a compra de 100 carros de carga, 3 locomotivas, a reconstrucção de uma das pontes e reparos do caminho, todo o qual necessita um gasto de não menos de \$100,000.

Mina de Ouro.

Segundo uma correspondencia publicada no "Engineering and Mining Journal" foram descobertas novas minas no Districto de Sigüia, a uma distancia de 20 milhas ao norte de Rama e de 80 milhas de Bluefields por agua. Crê-se que este districto provará ser muito rico, porque dos ensaios ja feitos dá-se uma producção de \$19.50 a \$36 em ouro e de 6 a 10 onças de prata por tonelada. Os ribeiros das montanhas na localidade, onde se encontra o quartzo, fornecem agua em abundancia que se pode utilisar como força motora. Os proprietarios da terra estão abrindo galerias e preparando-se a explorar seus prazos em grande escala.

PERU.

Commercio com Lima.

Os phosphoros que se usam em Lima são todos importados da Suecia porque não ha fabricas de phosphoros no Peru. A importação deste artigo é muito importante. A illuminação da cidade a luz electrica está sendo adoptada e crê-se que em breve substituirá o systema actual de illuminação a gaz, quer nos edificios publicos, quer nos particulares. Muitas das principaes cidades da Republica estão interessadas neste assumpto, pois ha boas oportunidades para os fabricantes americanos de apparatus electricos. A manufactura de mobilia no paiz teve tanto exito que a importação de mobilia estrangeira tornou-se muito insignificante e é limitada inteiramente ás boas qualidades deste artigo.

ESTADOS UNIDOS.

Industria de Transportes com a America Latina.

A seguinte tabella, que foi compilada de dados subministrados pela Repartição de Estatistica, mostra a importancia da industria de transportes entre os Estados Unidos e os diferentes paizes da America Latina durante o mez de Novembro, assim como a proporção que de dita industria se fez em navios americanos. Segundo a mesma autoridade, os

navios que levam a bandeira dos Estados Unidos occupam o segundo lugar entre os que se dedicam á industria mencionada. Os navios inglezes occupam o primeiro lugar, vindo em seguida os navios americanos, e depois os noruegos e os allemães.

Paizes.	Valor das mercadorias.	Navios americanos.
America Central.....	\$622, 678	286, 378
Mexico.....	3, 156, 580	1, 031, 242
Republica Argentina.....	1, 008, 511	148, 889
Bolivia.....	800, 939	863, 811
Brazil.....	270	270
Chile.....	7, 543, 577	616, 402
Columbia.....	416, 546	88, 531
Equador.....	659, 326	223, 587
Paraguay.....	116, 455	116, 455
Peru.....	524	.....
Uruguay.....	176, 533	55, 584
Venezuela.....	310, 301	.....

URUGUAY.

Commercio de Carvão.

N'um relatorio remettido ao Ministerio de Estado a 4 de Dezembro de 1897, o Consul ALBERT W. SWALM, fornece interessantes dados relativos ao commercio de carvão no Uruguay. O carvão que se importa no Uruguay vem na maior parte de Cardiff em Galles, em concurrencia com o dos Estados Unidos. O carvão que as estradas de ferro empregam é livre de direitos, mas todo o outro carvão paga 60 centavos por tonelada. A avaliação aduaneira do trafico do carvão tem montado a \$1,000,000. O preço a retalho varia de \$8 a \$10 (ouro) por tonelada, mas em 1897 houve notavel diminuição, tanto na importação como no negocio em geral, comparado com o anno anterior. O Sr. SWALM diz que um representante de uma das maiores companhias exportadoras de carvão da costa do Atlantico esteve recentemente em Montevidéo, afim de fazer arranjos para introduzir carvão americano em concurrencia com o de Galles, e elle não vê a razão por que tal tentativa não terá bom exito, com a condição de que os carregamentos dos Estados Unidos conservem o modelo de limpeza estabelecido pelas companhias rivaes; o que não tem succedido até agora, sendo esta a causa principal por que o carvão americano não domina o mercado.

Exportação de Lã e Pelles de Carneiro.

A exportação de lã do porto de Montevidéo, segundo o Sr. SWALM, consul dos Estados Unidos nesse porto, foi, desde o primeiro de Outubro até 30 de Novembro de 1897, de 6,705 fardos de 500 kilogrammas cada um. Destes, 173 fardos despacharam-se para os Estados Unidos; para a França 3,105; Belgica, 883; e Inglaterra, 997. A tosquia foi tão grande e geralmente de melhor qualidade que a do anno anterior. Desde o primeiro de Agosto até 30 de Novembro de 1897, se exportarem 7,729 fardos de pelles de carneiro, dos quaes a França recebeu a maior parte.

Commercio Com os Estados Unidos em 1897.

O consul geral PRUDENCIO DE MURGUIONDO, representante do Uruguay nos Estados Unidos, remetteu a esta Secretaria uma relação do commercio entre os dous paizes, no anno commum de 1897.

O valor total das exportações para os Estados Unidos foi de \$4,391,063, e o das importações foi de \$1,135,679. O total do commercio durante o anno foi no valor de \$5,526,742. Segundo este documento, as exportações no primeiro semestre montaram a \$3,560,115, e no segundo semestre a \$830,948. A exportação de lã no primeiro semestre do anno subiu a \$1,950,674, e a do segundo semestre consistiu em oitenta e cinco fardos, no valor de \$14,825, o qual mostra uma diminuição de \$1,935,849.

No anno commum de 1896, as importações procedentes dos Estados Unidos foram no valor de \$1,452,331. Estes algarismos comparados com os do anno de 1897, mostram uma diminuição, durante este ultimo anno, de \$316,652. O Sr. MURGUIONDO attribue a diminuição no commercio ás perturbações politicas do Uruguay durante o anno de 1897. Tendo cessado este estado de cousas, o Sr. MURGUIONDO espera um prompto restabelecimento do antigo commercio existente entre os dous paizes.

VENEZUELA.

Instalação em Caracas de
Tramvias á Tracção Elec-
trica.

Está revogada a concessão feita em Julho de 1896 a uma companhia para a installação na cidade de Caracas de um systema de tramvias á tracção electrica. Isto é devido ao facto de que o concessionario deixou de cumprir as condições da concessão. Actualmente Caracas possui um systema muito imperfeito de tramvias e a revogação da concessão offerece oportunidades favoraveis a capitalistas americanos que estejam interessados em empresas desta natureza.

CORRECTION.

The clause in second paragraph on page 1265, explaining the plan for the payment of the national debt of Guatemala, should read :

For the payment of the debt, 15 cents per bottle of spirits sold in the national depositories from January 1 to September 30, 1898, and, after that date, 25 cents per bottle, and 5 per cent of the import on foreign merchandise, shall be set aside.

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RELATIONS COMMERCIALES EN AMÉRIQUE.— VII.*

LES RESSOURCES INTERNES DU MEXIQUE.

Dans les articles précédents de cette série, le commerce extérieur du Mexique, de l'Amérique Centrale, des Indes Occidentales et de l'Amérique du Sud, a été principalement discuté. Nous allons maintenant examiner les ressources internes de ces grandes divisions dans l'ordre nommé, et le degré de leur développement comme base de l'accroissement futur de leur commerce extérieur.

Au Mexique, le progrès fait pendant la dernière décade, dans les manufactures, aussi bien que dans l'agriculture, et l'augmentation des facilités de transport qui constitue la chose la plus nécessaire à l'utilisation effective des richesses naturelles de tout pays, a été de même rapide et réel. Ce progrès est dû principalement à l'administration stable et sage, et en même temps progressive, des affaires du pays qui, de tout temps, a marqué les différents termes du Président Diaz. On ne peut mettre en doute que le Mexique doit beaucoup de reconnaissance à l'habile homme d'Etat et sage Chef du Pouvoir Exécutif qui, avec la coopération zélée de la

* Le premier article de cette série a paru dans le Bulletin Mensuel pour le mois de juillet 1897.

meilleure intelligence du pays, a assuré une longue période de paix et de développement tranquille. Heureusement pour le Mexique, il a été aidé par les conditions économiques, créées en partie par la législation, qui ont contribué au développement d'industries propres au pays et à encourager l'entreprise et l'économie.

Le Mexique est riche en produits différents dont le monde a le plus grand besoin, et dont la production jusqu'ici n'est pas assez grande pour surcharger le marché. Le Mexique ne dépend pas, quant à son commerce d'exportation, des denrées principales, telles que le blé, le coton, le sucre, et les viandes, qui sont produites en de si énormes quantités dans les zones tempérées que de gros bénéfices, sauf en temps de mauvaises récoltes, n'en sont plus réalisés. Un courant continuel de richesse afflue dans le pays, provenant de sa production de métaux précieux et autres, qui sont toujours en demande; du café, des textiles, du tabac, de la vanille, et des fruits qui rapportent encore dans les marchés du monde des prix relativement élevés. Pendant 1897, le Mexique a exporté des minéraux d'une valeur de \$42,000,000. Dans les neuf premiers mois de 1897, il a vendu à l'étranger du café pour une valeur de \$4,574,252, contre \$3,335,385 pour la même période de 1896. Ses exportations de fibres de hennequen, aux Etats-Unis seulement, pendant les neuf mois, augmentèrent de beaucoup plus de \$500,000, et le total des exportations s'élève à environ \$8,000,000 par an. L'exportation d'oranges s'est développée en conséquence de la découverte que les oranges mexicaines pourraient servir à suppléer au manque dans la récolte aux Etats-Unis. Même dans les années d'abondance au dernier pays, la production au Mexique n'affecte par les récoltes de la Californie et de la Floride, à cause des différentes périodes de la maturation et de la vente du fruit. La vanille rapporte au Mexique un million ou plus de dollars par an. L'exportation du tabac atteint presque \$2,000,000, et la qualité est si près de celle de la meilleure feuille cubaine que le développement de cette branche d'agriculture paraît s'assurer complètement. Le bétail, les cuirs et peaux sont exportés annuellement pour une somme d'environ \$3 000,000. Les forêts du Mexique sont très riches en bois de construction, en bois de teinture, en plantes médicinales et autres plantes d'une grande utilité. Les exportations de bois d'ébénisterie et de bois

de teinture s'élèvent à \$2,000,000 ou \$3,000,000 par an, et l'abondance de ce produit est telle, que l'industrie est capable d'un développement indéfini.

A une distance d'à peu près 1,200 milles, s'étendant de l'Etat de Sonora à l'Etat d'Oaxaca dans la direction du nord-ouest au sud-est une zone de minerais d'une richesse extraordinaire offre un vaste champs pour l'exploitation minière avantageuse. L'or, l'argent, le mercure, le fer, le charbon, les minerais de plomb mou, l'asphalte, l'asbeste, le pétrole, le sel, le cuivre, les pierres précieuses, l'onyx et les marbres d'une grande variété et beauté se trouvent en plus ou moins d'abondance partout dans cette région. Le Consul-Général britannique à Mexico, dit dans un rapport publié au mois d'août 1897, que de nombreuses nouvelles mines d'or sont en en voie d'exploitation dans les Etats de Sonora, d'Oaxaca et de Mexico et qu'on peut s'attendre à une augmentation considérable dans la production. L'Etat de Chihuahua est reconnu comme étant une des grandes régions minières qui existent au monde. Des chemins de fer sont en voie de construction qui fourniront les facilités de transport dont on a besoin, et un vaste développement de l'industrie minière suivra sans doute. Des capitaux américains ont déjà été placés en grand nombre dans les mines mexicaines, et une demande de machines américaines et d'appareils pour épargner le travail a été créée, qui augmentera d'avantage avec le nombre de placements et l'accroissement général des opérations minières.

Un débouché semblable pour les machines et outils agricoles sera effectué par l'extension des opérations agricoles et de l'amélioration des méthodes agricoles que la vente avantageuse à l'étranger de tant de produits mexicains doit indubitablement accomplir. La plus grande partie du plateau central mexicain se compose de terres fertiles d'une si grande facilité de production, que même, avec l'emploi des méthodes les plus primitives de la culture, le plateau continue, après des siècles de production, à produire des récoltes abondantes. Une fois que les habitants se rendront compte des économies de temps et de travail effectuées par les machines et outils agricoles pour lesquels les Etats-Unis jouissent d'une si juste renommée, et apprendront leurs différents usages, la production de cette grande région augmentera énormément.

ment et un vaste débouché sera créé pour l'une des plus importantes classes des manufactures des Etats-Unis.

En attendant, le Mexique lui même développe rapidement ses industries nationales et avant peu pourra sans doute employer une grande partie de sa matière première dans certaines classes de manufactures. "La manufacture au Mexique," dit le Ministre RANSOM des Etats-Unis dans un rapport daté du 26 Septembre 1896, qui a été publié dans les Rapports Consulaires Spéciaux "l'Argent et Les Prix aux Pays Etrangers," "a été développée considérablement, surtout la manufacture des qualités plus ordinaires de cotonnades et de lainages, de toiles blanchies ordinaires, de lainages pour châles, d'indiennes, de calicots et de laine; aussi la manufacture des produits de la canne à sucre, de l'alcool, du papier, de cigares et de cigarettes. Beaucoup de personnes instruites croient que la baisse du prix d'argent est la cause principale du développement de ces industries. Jusqu'à un certain point il y a de la vérité dans cette supposition, le rabais sur l'argent contribue à la diminution de l'importation étrangère et à l'encouragement de la production nationale. Mais il y a eu d'autres puissantes causes qui ont contribué à ce changement—une administration habile, sage et juste, pendant la présidence du Général DIAZ, la confiance du peuple mexicain et des étrangers dans la stabilité du gouvernement, la construction de chemins de fer (tous, à l'exception de celui allant de Vera Cruz à la Cité de Mexico, ayant été terminés depuis 1883), l'amélioration des ports, l'accroissement du commerce, la libéralité du gouvernement envers les nouvelles industries; enfin les influences générales d'ordre, de paix et de commerce ont toutes contribué à ce résultat.

Ce n'est pas de l'exagération de dire que, dans les dix dernières années, les Américains du Nord ont placé dans les mines, les chemins de fer, les terres et dans d'autres entreprises, des sommes supérieures au montant total de l'argent en circulation dans la République. Aussi, il ne faut pas ignorer dans cette considération un fait très significatif—que les droits douaniers sur les articles fabriqués de coton, de laine, de papier, de tabac et sur les produits alcooliques sont très élevés et que les droits sur les cotonnades furent imposés dès 1830 et augmentés constamment jusqu'à 1887. Depuis lors, ils sont restés presque stationnaires. Sur plusieurs classes de cotonnades et de lainages, ces droits ont été pro-

hibitifs et l'on peut dire que sur les qualités ordinaires, les droits pendant les dix et quinze dernières années ont rangé de 40 à 75 et à 85 pour cent. En vue de cette assertion, je cite d'un rapport fait par un écrivain éminent dans un ouvrage intitulé "Les Finances des Etats-Unis Mexicains," d'après "Documents Officiels" par Prosper GLONER, publiés en 1895. Il dit : "L'industrie cotonnière au Mexique doit son développement surtout aux droits douaniers qui, par l'imposition de droits élevés, empêchent l'importation des cotonnades ordinaires. Cinq pour cent de ces droits furent imposés en 1830 et jusqu'à 1887 il y en a eu une augmentation continuelle."

M. CRITTENDEN, consul-général des Etats-Unis, dans un rapport daté de la Cité de Mexico, le 7 septembre 1896, publié dans les Relations Commerciales des Etats-Unis 1895-96, Tome I, dit : "Depuis que les taux du change ont été si changeants et si défavorables entre le Mexique et les gouvernements étrangers et que des tarifs élevés de protection ont été imposés sur presque tous les articles qui entrent dans la consommation mexicaine, beaucoup d'articles jusqu'ici importés, tels que couvertures de lits, tapis, étoffes de toutes sortes pour habillement d'hommes, indiennes, vêtements de dessous de toutes sortes, chapeaux, chaussures et autres articles, sont nécessairement fabriqués dans la République du Mexique. Les Mexicains ont été assez intelligents et actifs pour profiter de ces courants adverses et ont élevé avec une rapidité étonnante pour le Mexique, une série de grandes ou petites fabriques de presque toutes les classes de marchandises, se servant de machines modernes qui peuvent être comparées favorablement à beaucoup de machines employées par d'autres pays. Quelques-unes des marchandises ainsi fabriquées au Mexique sont excellentes, quant à la chaîne, à la trame et au fini, et aujourd'hui on en voit plus dans l'usage journalier qu'autrefois. Les manufacturiers au Mexique possèdent un grand avantage—le bas prix du travail et l'usage libre de l'excellente force hydraulique qu'on trouve en beaucoup de localités du Mexique, et cette force est souvent située tout près des chemins de fer qui pénètrent dans les différentes parties de la République.

"Les ouvriers ordinaires sans métier sont placés sous la direction d'étrangers expérimentés qui les instruisent facilement dans le labeur nécessaire et les difficultés du travail. Je suis informé que

ces filatures de coton rapportent de 20 à 40 pour cent de dividendes annuels. Avant peu le Mexique, vu les causes encourageantes ici citées, aura ses industries manufacturières établies dans tous les Etats d'accès facile et avantageux, avec des produits améliorés se vendant à des prix qui excluront de ses marchés les articles ordinaires. Et même aujourd'hui des chaussures sont expédiées de quelques Etats du Mexique du Nord aux Etats-Unis. J'ai vu des draps d'un beau fini pour confections d'hommes, coûtant, faits dans les meilleurs magasins, de \$20 à \$30 par costume, monnaie mexicaine. Il y a une abondance de laine au Mexique. Le coton aussi est cultivé dans quelques parties de la République, mais pas en quantités suffisantes pour suppléer à la demande, le reste, rangeant de 75,000 à 100,000 balles par an, est importé de Texas, au prix de 21 à 22 cents, 'monnaie mexicaine' par livre, livré aux filatures."

Le Consul-Général britannique à la Cité de Mexico, M. CARDEN, est d'accord avec les représentants des Etats-Unis dans cette ville, quant au développement des entreprises industrielles dans le pays. "On peut se rendre compte de la grande activité constatée dans l'industrie de la manufacture du coton," dit M. CARDEN dans son rapport d'août 1897, "quand on considère que malgré la bonne récolte de 1896, les importations de la matière première dépassèrent celles de l'année précédente de plus de 10 pour cent, et ceci en dépit de l'élévation considérable du prix du coton." Il attribue la diminution dans les importations de lainages, de près de 12 pour cent "à la grande amélioration dans la qualité des manufactures locales." L'augmentation dans les importations de fer et d'acier, de près de soixante-dix pour cent, est expliquée par "l'activité extraordinaire dans la construction et l'amélioration de travaux d'une utilité permanente au pays."

La croissance industrielle du Mexique a été accompagnée d'un développement remarquable dans ses facilités de transport. Au 1er juillet 1897, la République avait en opération 7,365 milles de chemins de fer, et l'on peut raisonnablement s'attendre, vu le progrès de ces dernières années et les ressources qui attendent un débouché dans les marchés du monde, à l'expansion prochaine dans la construction de chemins de fer. "Aujourd'hui," dit le Consul-Général CRITTENDEN dans son rapport du 7 septembre 1896, "on peut traverser par chemins de fer presque toute la

République et arriver au Mexique des Etats-Unis par n'importe laquelle des trois routes postales, ou *via* New-York par des bateaux magnifiques allant à Tampico ou à Vera-Cruz et de là par chemin de fer à la Cité de Mexico. Ces routes, toutefois, ont été construites presque entièrement du côté de l'Atlantique et par conséquent le côté de l'Océan Pacifique est presque inaccessible, ou il faut prendre un chemin détourné. Toutefois cet état de choses s'améliore rapidement, et aujourd'hui il y a en construction trois voies ferrées se dirigeant rapidement aux ports de l'Océan Pacifique. Bientôt on pourra dire que le Mexique entier est traversé par la locomotive. Ces nouvelles voies sont aidées et assistées matériellement par le Gouvernement."

Depuis la date du rapport de M. CRITTENDEN, le chemin de fer à travers l'Isthme de Tehuantepec reliant l'Atlantique et le Pacifique a été terminé et promet de devenir un facteur important du commerce international, en plus de fournir les moyens de communications faciles entre les côtes est et ouest de la République et se joignant aux grands réseaux du plateau central.

Le commerce maritime du Mexique du côté de l'Atlantique est contrôlé en grande partie par la New York and Cuba Mail Steamship Company, connue aussi sous le nom de "Ward Line," qui possède une flotte de beaux bateaux qui font le service entre New York et les principaux ports de la côte mexicaine du Golfe, y compris Progreso, Vera Cruz, Tampico, Campêche etc., *via* la Havane. Du côté du Pacifique les vapeurs de la Pacific Mail Company touchent aux différents ports, parmi lesquels sont Salina Cruz, Acapulco, Manzanillo et Mazatlan.

L'amélioration des principaux ports mexicains a été pendant quelques années l'objet de la sollicitude et de l'effort spécial de la part du Gouvernement mexicain; et aux deux ports importants de Tampico et de Vera Cruz sur le Golfe, des travaux grandioses ont été faits pour assurer aux vaisseaux un mouillage sûr. A Salina Cruz et à Coatzacoalcos, les ports respectifs du Pacifique et du Golfe sur l'Isthme de Tehuantepec, des travaux semblables sont en voie de construction, et avec le développement des industries et du commerce mexicain les points importants échelonnés sur les côtes maritimes de l'est et de l'ouest seront pourvus peu à peu de toutes les facilités modernes nécessaires au trafic.

En plus des chemins de fer, le Mexique possède des facilités de

transport par les rivières et par les lacs qui sont susceptibles d'un développement considérable, bien que les conditions topographiques et de climat soient telles que la navigation continue des rivières pendant toute l'année est impraticable pour des distances considérables. Le Consul-Général des Etats-Unis, dans un rapport publié en 1895 dans les rapports consulaires spéciaux, "Highways of Commerce" (Les Grandes Routes de Commerce), dit, relativement à ce sujet: "La configuration du pays et le caractère des saisons sont tels que de grandes rivières navigables sont une impossibilité. Les seules rivières qui admettent du trafic par de petits bateaux sont quelques-unes au niveau de la côte, mais elles ne sont navigables qu'à une distance de 125 milles du Golfe et de 62 milles de la côte du Pacifique. Les nombreuses cimes qui ont une hauteur de 10,000 et 17,000 milles au-dessus du niveau de la mer sont peu couvertes de neige, et la quantité de neige qui y tombe est insuffisante pour former de gros volumes d'eau ou de grandes rivières. Sur les plateaux du centre, il y a quelques lacs dont les eaux sont utilisées jusqu'à un certain point par les Indiens dans le trafic qu'ils font dans leurs petits et primitifs canots. Des canaux sont impraticables à cause de la topographie, sauf sur la côte du Golfe et les plaines des Etats du Centre et de la frontière du Nord; mais le plus grand obstacle à la navigation intérieure est dû au dessèchement, pendant certaines périodes de l'année, surtout pendant la saison des sécheresses, des cours d'eau, soit par l'évaporation naturelle, soit par l'emploi injudicieux des eaux pour l'arrosage, de sorte que même les plus petits bateaux ne peuvent pas flotter. Tôt ou tard, on portera remède à cette dépense d'eau, puisque les autorités sont vigilantes pour la protection de tous les éléments qui contribuent à l'avancement du Mexique. Jusqu'à un certain point on pourrait porter remède à ce manque de moyens de navigation par la canalisation et le drainage des eaux existantes dans les bassins naturels dans les différentes parties de la République par le détournement de leurs cours par intervalles pendant certaines saisons de l'année, vers les rivières ou les canaux qui sont navigables, afin de maintenir constamment la profondeur requise."

Le Gouvernement mexicain a déjà témoigné son appréciation de la valeur de ces entreprises en faisant des contrats pour la cons-

truction de plusieurs canaux importants, y inclus le Canal de Chijol entre Tampico et Tuxpan, qui aura une longueur de 250 milles, et la canalisation de la rivière Tempoal qui se jette dans le Panaco près de Tampico. Il y a beaucoup d'autres rivières et cours d'eau qu'on pourra utiliser par le moyen d'améliorations plus ou moins extensives, et quand le Mexique sera pourvu d'un système efficace de routes maritimes, l'état du commerce interne sera grandement amélioré. "Les efforts du Président DIAZ et sa libéralité envers l'exploitation de chemins de fer et de lignes de vapeurs," dit le Consul CRITTENDEN, "ont contribué principalement à l'établissement dans la République de voies de communications, accomplissant ainsi ce qu'aucun de ses prédécesseurs n'a pu faire—c'est-à-dire, faisant de ce pays, le plus prospère des contrées de l'Amérique-Espagnole." On peut supposer que la même politique sera poursuivie dans l'amélioration des rivières et des routes, avec des résultats avantageux correspondants.

Le développement interne du Mexique et de ses industries, ainsi que du commerce national, a, pour le peuple des Etats-Unis, une importance et un intérêt particuliers, non-seulement par rapport à l'accroissement général du commerce, mais en aidant à créer les meilleures conditions pour l'emploi du capital, de l'entreprise et du travail de métier des Etats-Unis, et pour la vente de machines, d'outils, de quincaillerie, et d'une variété d'autres produits manufacturés, dans la manufacture desquels les Etats-Unis surpassent tous les autres pays. Le capital des Etats-Unis est déjà intéressé largement dans les chemins de fer mexicains et les exploitations minières, et l'on peut s'attendre à ce que les entreprises agricoles et manufacturières attirent aussi le capital libre et l'habileté de la grande République du nord. Heureusement, les articles offerts pour échange par chaque pays sont, avec peu d'exceptions, ceux qui ne font pas concurrence aux industries nationales de l'autre, et à mesure que les ressources internes du Mexique seront développées, les liens de rapport commercial devront se multiplier et se raffermir constamment à l'avantage réciproque des deux Républiques.

Joseph P. Smith

RÉPUBLIQUE ARGENTINE.

RAPPORT SUR L'IMMIGRATION.

Les données suivantes relatives à l'immigration dans la République Argentine sont tirées d'un récent rapport officiel.

On ne connaît pas exactement la superficie de la République, mais on l'estime à environ 1,172,000 milles carrés. Le total de la population, selon le recensement de 1895, est de 4,000,000 habitants approximativement, ce qui représente 1.33 habitants par kilomètre. Par rapport à la population de la France, à savoir, 73 personnes par kilomètre carré, le pays est capable de soutenir plus de 200,000,000 habitants. Malgré les changements nombreux et subits du climat, le pays est éminemment salubre et convient aux habitants des zones tempérées. La mortalité du pays se borne principalement aux enfants, due à l'ignorance de la part des parents des principes de l'hygiène.

Le climat attrayant, la fertilité du sol, la facilité pour la construction de chemins de fer, due à la topographie du pays, les nombreux cours d'eau à l'intérieur, et l'extensive côte maritime, devraient attirer une immigration nombreuse et désirable. Dans les sphères légitimes du travail, il y a de la place pour une augmentation annuelle de la population de 90,000 à 100,000 habitants. L'immigrant qui possède quelques connaissances et du capital, et qui se propose à son arrivée dans le pays d'y acheter du terrain et bâtir une maison confortable, de travailler la terre et d'élever une famille, est le desideratum du pays. Pour cette classe, il y a de la place pour un nombre illimité. Partout dans la République, on peut acheter à des prix très modérés des terres qui ne demandent que peu de préparation pour les rendre convenables à la culture, à l'élevage du bétail, etc.

Ce qui jusqu'ici a caractérisé l'immigrant, c'est son penchant à s'établir dans les grandes villes au lieu de tenter sa fortune où elle serait plus avancée par l'achat et le développement de terres dans les campagnes.

Le type le plus nombreux et le meilleur qui jusqu'ici est venu s'établir dans la République est l'Italien. Ce sont les seuls qui se

soient répandus dans tout le pays et qui aient profité de leurs opportunités.

Les tableaux suivants montrent l'immigration pendant les quatre et demi derniers ans et la nationalité et les professions des immigrants dans les années 1894-96.

Année.		Nombre d'arrivées.			
1893.....		52, 067			
1894.....		54, 720			
1895.....		61, 266			
1896.....		102, 673			
1897, premier semestre.....		35, 734			

Nationalité.	Premier semestre de 1897.	1896.	1895.	1894.
Américains du Nord.....	37	79	46	79
Arabes.....	5	12	11	.....
Argentins.....	143	290	316	269
Arméniens.....	.....	53	.....	.....
Autrichiens.....	1, 003	963	549	440
Belges.....	96	318	211	248
Boliviens.....	.....	.....	1	.....
Brésiliens.....	553	58	91	128
Anglais.....	264	429	329	385
Chiliens.....	17	3	2	.....
Danois.....	47	126	115	99
Hollandais.....	4	61	36	18
Égyptiens.....	.....	8	.....	.....
Français.....	1, 652	3, 486	2, 448	2, 107
Allemands.....	436	1, 039	1, 067	971
Grecs.....	13	3	12	7
Italiens.....	23, 303	75, 204	41, 203	37, 699
Maures.....	25	212	27	117
Paraguayens.....	2	3	5	.....
Péruviens.....	1	.....	1	.....
Portugais.....	76	212	178	200
Roumains.....	18	20	6	2
Russes.....	301	575	2, 336	3, 132
Espagnols.....	7, 198	18, 051	11, 288	8, 122
Suédois.....	22	52	62	42
Suisses.....	162	679	465	516
Turcs.....	251	724	369	122
Uruguayens.....	105	13	52	17
Total.....	35, 734	102, 673	61, 226	54, 720
Augmentation annuelle.....	.....	41, 447	6, 506	2, 653

Professions.	1896.	1895.	1894.
Agriculteurs.....	58,388	32,941	30,915
Apothicaïres.....	11	16	9
Architectes.....	3	6	3
Boulangers.....	74	66	58
Barbiers.....	527	322	231
Forgerons.....	26	19	32
Relieurs.....	2,243	917	802
Maçons à briqueterie.....	158	46	58
Ebénistes.....	59	43	14
Callats.....	23	19	12
Charpentiers.....	886	634	533
Clercs.....	1,572	839	722
Cochers.....	49	46	54
Cuisiniers.....	461	308	222
Tonnelliers.....	87	74	32
Vendeurs.....	581	204	113
Journaliers.....	15,983	8,988	6,982
Inventeurs.....	22	11	8
Médecins.....	21	9	11
Teinturiers.....	27	19	16
Ingénieurs.....	9	5	3
Machinistes.....	87	75	28
Graveurs.....	16	8	10
Pêcheurs.....	59	34	19
Ouvriers en bois pour meubles.....	34	17	41
Jardiniers.....	246	102	91
Doreurs.....	44	36	19
Gantiers.....	38	17	21
Chapeliers.....	64	31	40
Menuisiers.....	28	19	34
Lithographes.....	16	4	17
Mécaniciens.....	80	64	97
Meuniers.....	85	52	38
Mineurs.....	418	309	218
Musiciens.....	226	81	74
Peintres en bâtiments.....	42	29	18
Pharmaciens.....	19	10	15
Photographes.....	32	16	17
Imprimeurs.....	18	11	9
Selliers.....	53	47	33
Scieurs.....	67	32	28
Marins.....	165	96	158
Couturières.....	2,983	1,498	1,391
Institutrices.....	.....	.....	12
Cordonniers.....	687	276	198
Boutiquiers.....	2,128	1,123	895
Chanteurs.....	86	96	73
Chauffeurs.....	307	211	147
Taillleurs de pierres.....	496	141	187
Maçons.....	19	15	.....
Arpenteurs.....	9	5	2
Taillleurs.....	582	218	192
Tanneurs.....	161	147	139
Drouineurs.....	.....	17	15
Ferblantiers.....	62	87	79
Tourneurs.....	42	38	22
Compositeurs.....	.....	.....	17
Vignerons.....	150	124	47
Horlogers.....	.....	.....	14
Tisserands.....	105	87	71
Sans professions.....	11,717	10,467	9,314
Total.....	102,673	61,226	54,720

BRÉSIL.

L'IMMIGRATION EN 1896.

Le dernier rapport du consul général des Pays-Bas à Rio de Janeiro constate que, pendant l'année 1896, 99,379 immigrants ont débarqué à Rio et 58,579 à Santos, soit un total de 157,948 individus appartenant aux nationalités suivantes:

Italiens.....	96,324
Espagnols.....	24,153
Portugais.....	22,299
Autrichiens.....	8,365
Allemands.....	1,070
Russes.....	562
Américains du Nord.....	471
Français.....	328
Suisses.....	153
Anglais.....	63
Danois.....	55
Belges.....	22
Hollandais.....	7
Nationalités diverses.....	1,046

Ce rapport se réfère seulement aux Ports de Rio de Janeiro et de Santos; il ne compute pas les entrées aux autres ports du Brésil, notamment ceux de la rivière de l'Amazone, où récemment on a établi un service régulier d'immigration.

CHEMIN DE FER DU SUD DU BRÉSIL.

On lit dans *Le Brésil* de Paris du 26 décembre dernier:

“On a inauguré le 15 novembre la station de Carasinho, de la ligne de Santa Maria à l'Uruguay, appartenant à la Compagnie des chemins de fer sud-ouest brésiliens. Cette ligne fait partie de la concession d'Itararé à Santa Maria da Bocca do Monte et embranchements, répartie entre deux compagnies: l'une brésilienne, c'est celle de São Paulo e Rio Grande, qui construit les lignes de l'Etat de Paraná, et l'autre belge, les chemins de fer sud-ouest brésiliens, qui construit celles du Rio Grande du Sud. Des lignes de cette dernière compagnie, il a été livré au trafic 299 kilomètres, dont 160 de Santa Maria à Cruz Alta, et 139 de ce dernier point à la nouvelle station de Carasinho. D'ici à la fin de l'année sera

inaugurée la station de Passo Fundo, à 54½ kilom. de cette dernière, ce qui élèvera la longueur de lignes en trafic à 353½ kilom.

“De leur côté, les lignes de la Compagnie São Paulo et Rio Grande sont très avancées. Les travaux de terrassement sont presque terminés sur une étendue de 96 kilomètres au nord de Ponta Grossa, et très avancés sur une longueur de 150 kilomètres au sud de ce point. La pose des rails progresse rapidement.

“La concession d'Itararé est une de celles qui ont donné les meilleurs résultats pratiques. Les travaux ont été commencés en 1890 et il a été construit jusqu'à présent près de 560 kilomètres, soit 80 kilomètres par an.”

NOUVELLE CAPITALE DE MINAS GERAES.

La ville de Bello Horizonte a été inaugurée comme capitale de Minas Geraes, le 12 décembre dernier, avec toutes les formalités dues à l'évènement. Les fonctionnaires et les personnes les plus importantes de l'Etat assistèrent à la cérémonie: le Gouverneur signa officiellement le décret transférant la capitale d'Ouro Preto à Bello Horizonte.

La courte description suivante de la nouvelle capitale est extraite du Jornal do Comercio de Rio: “La ville de Bello Horizonte est située dans une vaste et belle plaine, bornée par quatre collines basses, et à moitié entourée par la chaîne de montagnes de Curral d'El Rei, et elle est divisée par une petite rivière du nom de Arrudas et par ses affluents. La ville possède trente-huit édifices publics, les plus remarquables desquels sont le Capitole, qui n'est pas encore fini, les quatre départements de l'Intérieur, du Trésor, de l'Agriculture et de la Police, l'Imprimerie du Gouvernement, le Tribunal, le Gymnase et l'édifice pour la production d'électricité, l'Eglise du Rosaire, les résidences des Secrétaires et Chefs de Bureaux, la Gare, et un grand nombre de maisons modernes. La population totale de la ville compte actuellement environ 12,000 habitants.

La ville possède un parc central magnifique de 178 acres. Les rues sont droites et ont une largeur de 65 pieds, et sont entrecoupées d'avenues ayant une largeur de 114 pieds. L'avenue principale est celle d'Affonso Penna, de 162 pieds de largeur et de 164 verges en longueur. La ville possède une abondance d'eaux

potables et est éclairée à l'électricité, le système ayant été inauguré le 11 décembre.

Les dépenses faites par l'Etat pour le transfert de la capitale de son ancienne situation à l'actuelle, et le coût des nouveaux bâtiments avec la construction de l'embranchement du chemin de fer, désigné sous le nom de Bello Horizonte, se sont jusqu'à présent élevées à 11,000,000 de dollars."

CHILI.

STATISTIQUES COMMERCIALES POUR 1896.

L'Estadistica Commercial publiant officiellement le commerce extérieur et de cabotage du Chili pour l'année 1896, vient d'être reçu par le Bureau. De ce rapport important et étendu le sommaire suivant a été fait. Dans les supputations, le dollar est évalué à 38 pence (76 cents en or). Les importations soumises aux droits sont basées sur l'évaluation établie par le tarif douanier, tandis que celles admises en franchise sont évaluées d'après les valeurs établies dans la facture. La valeur des exportations est basée sur les prix courants.

Les statistiques sont divisées en deux désignations générales, "Comercio General" et "Comercio Especial." Sous la première désignation sont comprises toutes les marchandises importées dans le pays, soit pour la consommation nationale, soit pour réexpédition, et tous les articles exportés, y compris ceux en transit. Sous la seconde désignation sont classées toutes les importations destinées à la consommation nationale, et les manufactures d'origine étrangère qui sont retirées de l'entrepôt pour réexpédition. Le premier tableau ci-dessous donné, celui du "Comercio General," montre la valeur totale des importations et des exportations de la République en 1896, comparée à celle pour 1895, avec l'augmentation et la diminution correspondantes. De ce tableau on verra qu'il y a une diminution nette du commerce extérieur s'élevant à \$13,278,000.

Le second tableau donne les chiffres du "Comercio Especial" et montre un gain de \$6,315,785 pour 1896, la plus grande augmentation qui ait jamais été rapportée dans les annales statistiques de la République.

	1895.	1896.	1896.	
			Augmenta- tion.	Diminution.
Comercio General :				
Importations	\$83, 856, 789	\$68, 464, 717	.....	\$15, 392, 172
Exportations	76, 244, 441	78, 358, 612	\$2, 114, 171	.....
Totaux	160, 101, 230	146, 823, 229	2, 114, 171	15, 392, 172
Comercio Especial :				
Importations	69, 206, 552	74, 082, 805	4, 876, 253	.....
Exportations	72, 919, 882	74, 359, 414	1, 439, 532	.....
Totaux	142, 126, 434	148, 442, 219	6, 315, 785	.....

Le "Comercio de Transitu," ou commerce de réexportation montre un gain de \$514,639 pour 1896. Par contre, le commerce de cabotage présente une diminution considérable de \$36,219,204, en comparaison de 1895.

La valeur des importations par pays de provenance est publiée dans le tableau ci-dessous, dans lequel on verra que les importations provenant des Etats-Unis ont augmenté de \$2,227,551.

Pays de provenance.	1895.	1896.	1896.	
			Augmentation.	Diminution.
Grande Bretagne.....	\$32, 086, 959	\$30, 249, 002	.....	\$1, 837, 957
Allemagne	17, 299, 039	20, 080, 943	\$2, 781, 904	.....
Etats-Unis.....	4, 579, 614	6, 807, 165	2, 227, 551	.....
Pérou.....	4, 456, 388	4, 397, 230	.....	59, 158
Argentine.....	5, 141, 351	4, 105, 244	.....	1, 036, 107
France.....	1, 644, 059	2, 834, 216	1, 190, 157	.....
Australie	680, 479	1, 522, 293	841, 814	.....
Uruguay.....	498, 443	711, 641	213, 198	.....
Italie	539, 790	692, 534	152, 744	.....
Inde.....	593, 575	557, 530	.....	36, 045
Espagne	361, 438	469, 753	108, 316	.....
Belgique.....	208, 283	330, 925	122, 542	.....
Chine.....	157, 538	284, 668	127, 130	.....
Equateur.....	172, 685	197, 388	24, 703	.....
Brésil	301, 006	186, 622	.....	114, 384
Paraguay	230, 141	182, 450	.....	47, 691
Polynésie	3, 108	168, 024	164, 916	.....
Colombie	99, 307	130, 092	30, 785	.....
Costa Rica	80, 064	97, 213	17, 149	.....
Suède .....	.....	20, 360	20, 360	.....
Guatemala	3, 854	10, 391	6, 537	.....
Hollande	48	570	522	.....
Bolivie	18	250	232	.....
Portugal	250	130	.....	120
Suisse	4, 610	.....	.....	4, 610
Pêche de Baleine.....	64, 405	46, 171	.....	18, 234
Totaux	69, 206, 552	74, 082, 805	8, 030, 559	3, 154, 306

Augmentation en 1896, \$4,876,253.

Les importations exprimées en pour cent sont comme suit:

Grande Bretagne	40. 83
Allemagne.....	27. 10
Etats-Unis	9. 18
Pérou	5. 93
Argentine	5. 54
France	3. 82
Australie	2. 05

Suivant les données ci-dessus publiées, la valeur totale des exportations, en dehors du commerce in transitu, s'éleva à \$74,359,414, désignées sous les dénominations générales suivantes:

Produits des mines.....	\$61, 322, 833
Produits agricoles.....	11, 124, 379
Articles manufacturés	54, 922
Divers	105, 409
Espèce	768, 012
Total	73, 385, 645
Articles soumis aux droits étrangers	412, 827
Espèce étrangère	560, 942
Total	74, 359, 424

En comparaison avec l'année antérieure, il y a un bénéfice de \$1,439,532. Une analyse des différents articles montre une augmentation de \$1,146,342 dans les produits des mines, de \$1,769,226 dans les produits agricoles, et de \$1,964 dans les articles manufacturés. Les articles suivants accusent une diminution en 1895 par comparaison de 1895: Divers, \$105,188; espèce, \$703,478; articles étrangers soumis aux droits, \$147,790; et espèce étrangère, \$521,544. Le nitrate accuse une diminution de \$1,596,843, le charbon de \$126,667, et l'or de \$98,758.

Le tome des Statistiques Commerciales actuellement sous examen contient, en plus du commerce général pour 1896, un abrégé du commerce de la République pour le premier semestre de l'année 1897 en comparaison avec la période correspondante de 1896. La valeur totale du commerce pour le premier semestre de 1897 s'éleva à \$59,003,284 comparée à \$77,099,201 pendant la même période en 1896. Les importations de 1897 figurent pour \$32,032,677, soit une diminution de \$5,997,883, comparées à celles de 1896; la valeur des exportations en 1897 a été de \$26,970,607, soit une diminution de \$12,098,034 en comparaison avec la période correspondante de 1896.

COSTA RICA.

DÉVELOPPEMENT FINANCIER ET COMMERCIAL.

Le Bureau doit à l'amabilité du Señor Manuel Aragón, Directeur Général de la Statistique, plusieurs copies de documents officiels ayant rapport au développement des intérêts commerciaux de Costa Rica. Les faits suivants relatifs à cette République en sont empruntés.

La population a augmenté constamment pendant ces quatorze dernières années. Le recensement officiel de 1882-83 constate que le nombre d'habitants était de 182,528, et celui de 1895-96 était de 285,003. Le rapport sur la population, fait le 31 mars 1897, la place à 294,941; ces chiffres accusent une augmentation pendant les quatorze dernières années de 112,413. Pendant l'exercice de 1895-96 la circulation du papier-monnaie national a baissé à \$2,764 et celle des certificats de guerre à \$98,669; cette circulation a été encore réduite, de sorte qu'au 31 mars 1897, il ne circulait aucun papier-monnaie national et les certificats de guerre avaient baissé à \$79,115.75. A la même date la dette intérieure s'élevait à \$1,117,000.

La monnaie en circulation dans le pays, à la fin de l'exercice 1895-96, s'élevait à \$20.08 per capita. L'unité monétaire est actuellement le "colon," pièce de monnaie en or de 778 milligrammes, contenant 900 millièmes de métal précieux, et son équivalent en or des Etats-Unis vaut 46½ cents. Depuis l'établissement de l'étalon d'or par décret du 24 octobre 1896, on s'est servi de la monnaie argent seulement comme monnaie subsidiaire.

La production et l'exportation du café constituent le commerce principal de la République; les rapports reçus du Département de la Statistique nationale constatent que pendant les six premiers mois de 1897, l'exportation totale de cette denrée s'éleva à une valeur de \$4,666,160 en or. Les exportations de bananes pour la même période s'élevèrent à la somme de \$225,267.50; de bois à \$262,862.64; et d'autres articles à la somme de \$47,676.19. De ces exportations totales, la Grande-Bretagne en a pris pour \$2,770,196, les Etats-Unis pour \$1,359,470, l'Allemagne pour

\$924,300 et les autres pays pour \$148,000. Les importations totales pour cette période s'élevèrent à \$2,252,970.

Les importations par pays de provenance étaient ainsi réparties :

Pays.	Valeur en or.	Pour cent.
Etats-Unis	\$871, 646. 91	38, 69
Allemagne	357, 652. 02	15, 87
Angleterre	518, 833. 37	23, 02
France	167, 303. 77	7, 43
Italie	83, 070. 50	3, 68
Espagne	55, 154. 48	2, 45
Belgique	4, 893. 50	0, 22
Amérique du Sud	94, 571. 90	4, 20
St. Thomas	445. 00	0, 02
Cuba	20, 543. 78	0, 91
Nicaragua	10, 739. 90	0, 48
Guatemala	288. 06	0, 01
Salvador	21, 334. 50	0, 95
Colis postaux	44, 999. 30	2, 00
Bagage particulier	1, 493. 40	0, 07
Total	2, 252, 970. 39	100, 00

La distribution des exportations de café était comme suit :

	Sacs.
A Londres	133, 646
A Hambourg	24, 833
A New York	33, 887
En Californie	19, 946
A Bremen	12, 373
A Bordeaux	5, 827
Aux autres pays	1, 362

GUATEMALA.

MESURES FINANCIÈRES.

Le Département d'Etat vient de recevoir de la Légation de Guatemala, copies de deux décrets relatifs à la situation financière de cette République. Le premier décret est en effet comme suit :

A partir du 1er janvier de l'année courante, toutes les obligations reconnues par le Gouvernement seront consolidées, et pour garantir les crédateurs, des bons sur la dette intérieure seront émis échangeables pour les bons actuels de la dette flottante, pour ceux de trois millions, pour ceux de l'Exposition, pour ceux de l'emprunt des banques en mai, pour l'emprunt de septembre, et pour les documents garantis par l'Exposition de l'Amérique Centrale.

Les bons de la dette intérieure seront de 100, 500 et de 1,000 dollars et porteront un intérêt de 12 pour cent par an. Ces bons seront amortis au moyen de paiements trimestriels commençant en mars 1899 et ces sommes seront déterminées par le Budget. L'intérêt sera payé par la Banque de Guatémala à la fin de chaque mois à partir de janvier 1898. Les bons de la dette flottante seront échangés pour ceux de la dette intérieure avec un rabais de la moitié de l'intérêt accumulé à la date. Des fractions de moins de 100 dollars ne porteront pas d'intérêt et le Directeur-Général des Comptes émettra des certificats à cet effet. Les bons de la dette intérieure destinés au rachat de l'emprunt de guerre de septembre seront tenus par le Directeur-Général des Comptes, et seront livrés aux teneurs des billets acquittés à leur présentation.

Pour le paiement de cette dette, seront réservés 15 sous de la taxe sur chaque bouteille de spiritueux vendue dans les dépositaires nationaux depuis le 1er janvier au 30 septembre 1895, et après cette date, 25 sous de la taxe, et 5 pour cent des droits d'importation sur les marchandises étrangères seront réservés. L'administration de la dette intérieure est confiée à la Banque de Guatémala.

Le second décret pourvoit au rachat graduel en argent de tous les billets émis par les banques de la République. Ce décret déclare en substance que le Président, considérant que la permission accordée aux banques pour la suspension des paiements en métal expire le 1er janvier 1898, a décidé ce qui suit:

Aux mois de janvier et de février 1898 seront échangés les billets de 1 et de 5 dollars; en mars ceux de 1, 5, et de 50 dollars; en avril ceux de 1, 5, 10, 20, 25 et de 100 dollars; et le 1er mai les paiements généraux en argent seront rétablis.

Les sommes reçues par les banques après le 1er janvier seront payées dans la même espèce de monnaie qu'elles ont été reçues, soit en billets ou en monnaie. Le décret du 21 mai est amendé, en ce qui relate aux billets non compris dans le changement graduel déjà mentionné, qui continueront à être monnaie légale jusqu'au 30 avril 1898.

MEXIQUE.

PRIX DES TERRES PUBLIQUES PENDANT L'ANNÉE FISCALE DE
1898-99.

Conformément aux dispositions de la loi sur la vente des terres publiques, le Gouvernement mexicain a publié les prix auxquels ces terres pourront être achetées dans les différents Etats, dans le District Fédéral et dans les Territoires nationaux, pendant l'année fiscale ci-dessus mentionnée :

	Prix par hectare.
Etat d'Aguascalientes.....	\$2. 00
Etat de Campêche.....	1. 75
Etat de Chiapas.....	2. 50
Etat de Chihuahua.....	1. 00
Etat de Coahuila.....	1. 00
Etat de Colima.....	1. 00
Etat de Durango.....	1. 00
Etat de Guanajuato.....	2. 00
Etat de Guerrero.....	1. 10
Etat d'Hidalgo.....	2. 25
Etat de Jalisco.....	2. 00
Etat de Mexico.....	2. 50
Etat de Michoacan.....	2. 75
Etat de Morelos.....	4. 00
Etat de Nuevo Leon.....	1. 00
Etat d'Oaxaca.....	1. 10
Etat de Puebla.....	3. 00
Etat de Queretaro.....	2. 00
Etat de San Luis Potosi.....	2. 25
Etat de Sinaloa.....	1. 00
Etat de Sonora.....	1. 00
Etat de Tabasco.....	3. 00
Etat de Tamaulipas.....	1. 00
Etat de Tlaxacala.....	2. 00
Etat de Vera Cruz.....	2. 50
Etat de Yucatan.....	2. 00
Etat de Zacatecas.....	2. 00
District Fédéral.....	5. 60
Territoire de Tepic.....	2. 25
Territoire de la Basse Californie.....	0. 50

NOTE.—L'année fiscale mexicaine de 1898-99 commence le 1^{er} juillet 1898, et finit le 30 juin 1899.

L'hectare équivaut à 2.4711 acres américaines.

NICARAGUA.

NOUVELLE LOI RELATIVE À L'EXPORTATION DU
CAOUTCHOUC.

Ci-dessous se trouve une traduction du décret réglant l'exportation du caoutchouc de l'Etat de Zelaya.

Le Président de l'Etat, en vertu de ses pouvoirs légaux, décrète :

1. A partir de la date de la promulgation de ce décret, l'exportation du caoutchouc cultivé par des particuliers est permise, soit que les arbres soient plantés ou que la production soit spontanée, conformément aux lois du 17 mars 1883 et du 23 du même mois de 1897.

2. Le droit d'exportation sur ledit article est réduit à dix cents par livre (quatre cents monnaie des Etats-Unis).

3. La défense d'extraire le caoutchouc des arbres sur les terres nationales, pendant une période de 10 ans, reste en pleine force et vigueur; et tous les violateurs de la loi seront poursuivis et punis comme contrebandiers.

4. Toutes les autres lois en contravention de la présente loi sont, par ce fait, révoquées.

Fait à Managua le 2 décembre 1897. (Signé) J. S. Zelaya; Enrique C. Lopez, Ministre des Finances.

M. M. J. CLANCY, agent consulaire des Etats-Unis à Bluefields, fournit au Bureau la traduction suivante d'un décret exécutif daté du 7 décembre 1897. M. CLANCY remarque que ce décret ne s'applique qu'au port de Bluefields, et qu'aucun impôt d'importation n'est perçu sur les expéditions de caoutchouc de Greytown.

Au Gouverneur et à l'Intendant.

Le Président de l'Etat décrète :

Que le décret du 22 septembre 1896, autorisant l'exportation du caoutchouc extrait des forêts nationales, qui payait autrefois dix cents par livre, s'appliquera uniquement au Département de Zelaya.

LE MINISTRE DES FINANCES: LOPEZ.

MANAGUA, le 7 décembre 1897.

DÉCRET RELATIF AUX PLANTATIONS CAFÉIÈRES.

M. WEISIKE, Consul des Etats-Unis à Managua, informe le Département d'Etat, sous date du 29 novembre 1897, que le Gouvernement du Nicaragua a promulgué un décret accordant des droits différentiels aux personnes qui feront des prêts d'argent

afin de permettre aux planteurs de préparer leurs récoltes. Les articles principaux du décret sont les suivants :

Le planteur ne peut pas disposer du produit sur lequel l'argent a été prêté sans avoir d'abord remboursé le prêteur ou sans avoir reçu son consentement pour en disposer. Tous les contrats d'argent prêté pour la préparation des récoltes devront être enregistrés et publiés dans le *Diario Oficial*. Le taux de l'intérêt sur ces prêts d'argent ne doit pas dépasser 2 pour cent par mois.

MONOPOLE SUR LES EXPLOSIFS.

Le consul WEISIKE transmet au Département d'Etat le décret suivant du Gouvernement du Nicaragua, daté du 4 décembre 1897, établissant un monopole de la vente du plomb, des capsules et des cartouches.

Le Président de l'Etat, pour des raisons d'ordre public, et en considération de la nécessité d'augmenter les revenus afin de faire face à l'augmentation dans les dépenses du service public, promulgue, en vertu des pouvoirs dont il est revêtu, le décret suivant :

SECTION Ire. Le plomb en masse et en barres ou manufacturé, de même que les capsules et cartouches employées pour les fusils de chasse et révolvers, seront monopolisés. Par conséquent, lesdits articles ne peuvent être vendus que dans les magasins qui en seront autorisés par le Gouvernement.

SEC. 2. Les marchands ayant dans leurs magasins du plomb, des capsules et des cartouches, doivent faire l'inventaire, inscrivant le genre d'article, son poids et sa quantité. Cet inventaire doit être présenté au préfet respectif dans les huit jours suivant la publication du présent décret, et ce fonctionnaire devra faire des arrangements pour la livraison immédiate de ces articles, en sa présence, au percepteur des revenus internes de la province.

SEC. 3. Le préfet devra dresser un document de la livraison des articles, fait conformément au paragraphe précédent. Ce document, qui devra être signé aussi par le marchand et le percepteur, lui (le marchand) servira de garant de la valeur déposée, dans le compte qui sera ouvert à cet effet; des copies authentiques en seront envoyées au Ministère des Finances, au bureau de l'auditeur, et à celui du contrôleur.

SEC. 4. A l'avenir, le percepteur des revenus internes sera pourvu desdits articles de marchandises au moyen des approvisionnements que l'intendant de l'entrepôt du Gouvernement fournira, dans la forme et sous les conditions accoutumées pour les provisions de poudre.

SEC. 5. Aucun particulier ne peut garder plus de 2 livres de poudre, 5 livres de plomb, 500 capsules et 200 cartouches, même s'il gardait ces objets en différents endroits; mais les propriétaires de deux ou plusieurs plantations ou

entreprises peuvent garder en chacune d'elles les quantités desdits articles fixées dans ce paragraphe.

SEC. 6. Ceux qui violeront le paragraphe ci-dessus, et les marchands qui ne se conformeront pas aux ordres donnés dans la section 2 de cette loi, seront poursuivis et punis comme contrebandiers.

SEC. 7. Les mineurs et autres industriels qui sont obligés de garder dans leur travail plus de poudre que ne le permet le paragraphe 6, doivent obtenir une autorisation spéciale du Ministère des Finances, qui sera accordée ou refusée selon les mérites de l'information relative au cas.

SEC. 8. Le Gouvernement remboursera les marchands du plomb et des capsules qu'ils ont livrés, au prix établi dans la facture et des dépenses et 5 pour cent en plus. Quant à ceci, le Ministre des Finances, aidé par deux commerçants dignes de foi, feront une liquidation correspondante, afin de régler le prix, qui sera publié dans le *Diario Oficial*.

Fait à Managua, le 4 décembre 1897.

J. S. ZELAYA.

ENRIQUE LOPEZ, *Ministre des Finances*.

LA COMPAGNIE DE VAPEURS DE BLUEFIELDS.

Le Bureau est informé que la Compagnie Weinberger de vapeurs, la Carribean Fruit Company de la Nouvelle Orléans et la Orr and Laubenheiner Steamship Company, se sont entendues pour l'organisation d'une nouvelle compagnie, qui a été enregistrée conformément aux lois de l'Etat de Louisiane sous le nom de Bluefields Steamship Company, avec un capital de \$150,000. Le bureau principal sera à la Nouvelle Orléans sous la direction de Jacob Weinberger, comme directeur général, associé à H. W. BROWN, directeur à Bluefields, Nicaragua.

La nouvelle compagnie aura quatre vaisseaux, désignés comme suit: Horam, Suldal, Sunniva et Alabama; tous vaisseaux norvégiens. Le prix du voyage entre la Nouvelle Orléans et Bluefields ou Rama, sera de \$30, première classe, et de \$20, troisième classe, sauf à bord de l'Alabama, qui demandera \$40, première classe, et \$25, troisième classe. Les raisons données pour cette augmentation de tarif par l'Alabama sont que le vaisseau est neuf et plus grand que les autres, et qu'il est pourvu de tous les comforts et emmenagements modernes de service pour passagers; ce vaisseau fera le trajet (1210 milles) entre la Nouvelle Orléans et Bluefields en quatre jours, tandis que les trois autres vaisseaux exigeront de 5 jours et demi à 6 jours. Le service direct entre les ports du Nicaragua et Mobile sera, par ce nouvel arrangement, suspendu.

Cette Compagnie, de même que ses prédécesseurs, continuera l'achat et l'expédition de bananes sur la rivière Escondido et ses affluents.

RÉCOLTE DE BANANES À BLUEFIELDS.

Les faits suivants relativement à la récolte de bananes à Bluefields pendant le mois de novembre 1897, sont extraits d'un rapport officiel adressé au Département d'Etat.

Le nombre de bananes exportées en novembre 1897 et novembre 1896 a été :

Année.	Grappes.	Prix.	
		<i>Pesos.*</i>	<i>Cents.</i>
1897	<i>Nombre</i>		
	32,000	.50	20.6
	45,000	.40	16.5
	8,500	.20	8.4
	11,500	.10	4.1
	97,000	.....	.....
1896	11,000	.35	16.05
	29,000	.30	13.75
	4,000	.15	6.88
	44,000	....	.....

* Peso nicaraguan.

On a payé aux planteurs, en novembre, la somme de 36,850 pesos (\$15,227.27), et pour le frêt 30,487.59 pesos (\$12,598.17). Dans le même mois de l'année précédente 13,150 pesos (\$6,032.12) ont été payés aux planteurs, et 14,936.60 pesos (\$6,851.65) pour le frêt. Donc, un total pour le mois de 1897 de 67,337.59 pesos (\$27,825.44), contre 28,086.60 pesos (\$12,883.77) pour novembre 1896.

En novembre 1897, cinq cargaisons ont été expédiées à la Nouvelle Orléans, composées de 45,000 entiers, 8,500 moitiés et 11,500 quarts, et deux à Mobile de 32,000 entiers. En novembre 1896, deux cargaisons ont été expédiées à la Nouvelle Orléans (17,000 entiers et 4,000 moitiés) et deux à Mobile (23,000 entiers). En novembre 1896 il n'y avait que deux lignes de vapeurs, aujourd'hui il y en a trois, et une compagnie possède deux vapeurs. L'augmentation de prix, dit l'agent consulaire, est due à la rivalité entre les exportateurs.

PARAGUAY.

LE PARAGUAY À L'EXPOSITION DE BRUXELLES.

Le Bureau a reçu de l'Honorable JOHN STEWART, Consul-Général du Paraguay aux Etats-Unis, la mention suivante préparée par Señor Don JOSÉ DECONO, Ministre des Relations Etrangères, de la part prise par cette République à l'Exposition Internationale qui a eu lieu à Bruxelles en 1895.

La part prise par le Paraguay dans la grande exposition internationale qui a eu lieu récemment à Bruxelles, malgré les préparatifs hâtifs qu'il a dû faire à cause du peu de temps à sa disposition, a démontré d'une manière convaincante les grands progrès qu'a fait ce pays pendant les dernières années.

Le Paraguay, dont le passé a tant contribué à son avilissement aux yeux des étrangers, n'est plus une mystérieuse région de tyrannie sinistre, mais plutôt une communauté virile et entreprenante, qui répond aux impulsions modernes, et où l'immigrant honnête et le riche capitaliste trouveront un vaste champ pour leur énergie, protégés par des lois les plus avantageuses et par l'un des plus libéraux des gouvernements de l'Amérique du Sud.

A la suite de la guerre avec la triple alliance, composée de l'Argentine, le Brésil et l'Uruguay, qui épuisa presque toutes ses énergies, le Paraguay s'est relevé sans aucun secours, par ses propres efforts, et dans vingt-cinq ans de travail constant, sous l'égide bienfaisante d'une paix presque sans interruption, est parvenu à obtenir parmi ses Républiques sœurs une place honorable et enviable.

La preuve se voit dans le succès qu'il a obtenu à l'exposition récente à Bruxelles.

Les arts et industries nationaux, l'agriculture et la bibliographie y furent dignement représentés, comme il a été démontré par les prix reçus, qui sont très supérieurs à ceux accordés auparavant en des occasions semblables et avec un nombre plus considérable d'exposants. Si les difficultés, dues aux vacances des Chambres Législatives, n'étaient pas survenues pour empêcher le pays de faire des préparatifs dignes de l'événement, il se serait sûrement distingué parmi les autres nations avec un éclat inattendu.

L'impression produite par la section paraguayenne n'a été toutefois disproportionnée à ses mérites, à en juger par les extraits suivants tirés du rapport de M. OOSTENDORP.

La section paraguayenne a été une des premières visitées, et j'ai eu l'honneur d'accompagner Sa Majesté, ayant à mes côtés Señor HEMELEERS TIEVÍ, Consul de la République à Bruxelles.

La vue du palais national à Asuncion, présentée par le grand tableau décoratif sur lequel j'ai informé Votre Excellence, a intéressé Sa Majesté et il en demanda des détails. Se tournant alors vers le Ministre de l'Industrie et de Travail, il a fait la bien aimable observation qu'on pourrait aller au Paraguay y chercher de l'inspiration pour l'érection de grands édifices.

L'ameublement en bois du pays a aussi attiré l'attention du Roi et il demanda si les articles étaient faits en Europe; à cette question j'ai pu répondre avec grand plaisir qu'ils étaient faits au Paraguay.

On peut dire que pour beaucoup de visiteurs la section est une véritable leçon de l'état avancé de la culture au Paraguay, comme démontré par les productions envoyées, et la collection nombreuse et intéressante de vues photographiques de la capitale et du pays.

Les prix obtenus par les exposants paraguayens sont les suivants:

Quatre diplômes, grand prix.

Deux diplômes d'honneur.

Huit diplômes, médaille d'or.

Seize diplômes, médaille d'argent.

Quinze diplômes, médailles de bronze.

Cinq diplômes, mention honorable.

Un total de cinquante prix pour quarante exposants. Il mérite d'être remarqué qu'à l'Exposition Universelle de Paris en 1889, le Paraguay obtint cinquante-quatre distinctions et seulement deux grands prix, tandis que le nombre des exposants était bien plus grand.

La majeure partie des prix énumérés a été accordée aux industries nationales et à l'agriculture; l'énorme richesse végétale du sol attira beaucoup d'attention, de même que les qualités remarquables du *yerba-maté* (thé paraguayen), dont l'usage est devenu si général dans la partie australe de l'Amérique du Sud et qui commence à se répandre dans les régions du Nord.

SAINT DOMINIQUE.

NOTES COMMERCIALES.

Le Bureau doit à l'amabilité de M. E. D. YORKE, Secrétaire de la "San Domingo Improvement Company," des copies de trois décrets exécutifs ayant rapport à l'exportation de bétail, au commerce extérieur avec Haïti, et aux concessions de pétrole à La Romana.

Selon le premier décret, l'exportation des bêtes à cornes et des chevaux est limitée aux animaux mâles, celle des animaux femelles étant formellement interdite. Le droit d'exportation sur chaque animal sera de 2 dollars en or. Les ports de Barahona et de Romana sont ouverts à cette classe de commerce, mais les vaisseaux venant de l'étranger pour se charger de bétail dans lesdits ports sont obligés de faire demande au port de la capitale pour l'autorisation nécessaire, d'où ils seront envoyés par l'Administrateur de Hacienda, lorsqu'ils sont en route pour Barahona, et par le Commissaire du Gouvernement, lorsqu'ils sont en route pour Romana.

Le second décret exige que toute marchandise étrangère importée dans la République par la frontière sera soumise aux mêmes droits que ceux perçus sur le commerce venant des pays étrangers, et aux mêmes formalités exigées par la douane. Toutefois, les produits nationaux manufacturés d'Haïti, importés dans le pays, ne seront soumis à aucun droit.

Le troisième décret autorise l'installation à La Romana d'une raffinerie de pétrole qui doit produire du pétrole d'une qualité de 150°. Le décret exige en plus que tout le pétrole importé dans le pays de l'étranger doit être soumis à un essai, et celui qui sera trouvé au-dessous de la qualité requise (150°) sera confisqué; le droit perçu sur cette denrée sera de 40 cents en or par gallon.

Le tableau suivant montre les importations de marchandises domestiques à Saint Dominique provenant des Etats-Unis pendant les douze mois terminant le 30 juin 1896, et pour la période correspondante de 1897.

Articles.	Valeurs, 1896.	Valeurs, 1897.
Machines agricoles	\$2, 981	\$1, 428
Livres, cartes géographiques et autres imprimés.	1, 477	1, 336
Céréales :		
Maïs	1, 131	389
Blé de farine	135, 980	163, 078
Voitures, wagons	10, 764	20, 588
Charbon de terre et coke	15, 160	26, 211
Cottonnades	114, 749	92, 831
Autres manufactures de coton	10, 199	31, 012
Bicyclettes	266	4, 908
Fruits et noix	2, 234	2, 388
Houblon	249	287
Fer et acier et leurs manufactures	12, 967	11, 283
Machines à coudre	1, 380	1, 798
Autres machines	115, 427	106, 252
Cuir et ses manufactures	721	1, 177
Articles à l'usage des navires :		
Résine, goudron, térébenthine et poix	4, 990	5, 036
Essence de térébenthine	221	312
Huiles :		
Minérales	45, 807	52, 486
Végétales	15, 389	15, 616
Produits alimentaires :		
Bœuf, conservé	56	72
Bœuf, salé ou en saumure	1, 961	2, 612
Suif	32, 590	21, 037
Lard fumé	1, 905	2, 706
Jambons	6, 460	7, 316
Porc	9, 192	4, 357
Lard	37, 247	23, 077
Beurre	5, 464	7, 331
Fromage	4, 798	4, 711
Semences	613	538
Sucre et mélasse	2, 885	2, 332
Bois de construction	69, 099	65, 512
Ais	2, 958	9, 544
Bois travaillés	15, 166	20, 692

VENEZUELA.

COMMERCE AMÉRICAIN AVEC LE VENEZUELA.

M. PROSKAUER, Consul des Etats-Unis à Puerto Cabello, a récemment transmis au Département d'Etat un article détaillé et intéressant sur les opportunités pour l'entreprise et le commerce américains au Venezuela. Il dit que le commerce de coutellerie, de tuiles en faïence, de verrerie et d'articles semblables, peut être très augmenté, un genre moyen et ordinaire trouvant un marché facile. A cause du tarif élevé sur tous les tabacs et le conséquent développement de la manufacture et de la production nationale, l'importation de cet article a diminué beaucoup et on croit que le Venezuela deviendra sous peu un pays exportateur.

A six milles de distance de Puerto Cabello, du marbre d'une qualité très fine a été découvert, et une usine coûtant plus de \$50,000 a été élevée pour l'exploitation des carrières.

Le charbon dont se servent les chemins de fer vient principalement de l'Angleterre, mais M. PROSKAUER croit que si l'on faisait les efforts nécessaires, le charbon des régions de l'Alabama et de la Virginie pourrait être avantageusement introduit dans le pays, et même supplanter les charbons anglais. Cette suggestion paraît très à propos et praticable en vue de la proximité des mines américaines, et le penchant des commerçants et manufacturiers américains à développer et monopoliser le commerce du Venezuela.

L'extrait suivant du rapport relatif au commerce entre les Etats-Unis qui contient des indications d'une valeur pratique a été publié :

Notre commerce avec ce pays est très restreint par le manque de maisons, de banques américaines, etc. Il est presque inutile de dire que toutes les grandes maisons ont leurs correspondants en Amérique, mais ils ne suppléent pas aux communications directes entre les maisons américaines aux Etats-Unis et leurs succursales ici.

Une de nos plus grandes difficultés commerciales pourrait être rendue plus connue et mieux comprise. Je fais référence au système de crédit de six, de neuf ou de même douze mois qu'on accorde afin de permettre au marchand de réaliser sur les produits à la période des récoltes. Les banques étant peu nombreuses et manquant même en quelques endroits, les commerçants sont à la merci des prêteurs d'argent, s'il leur faut régler leurs comptes au bout de soixante ou quatre-vingt-dix jours, comme il est d'usage chez nous, ce qui entraîne un intérêt au taux de 1 ou 1½ pour cent par mois, et très fréquemment même plus. Le cours du change, qui pourrait être ainsi plus facilement contrôlé, quoique jamais onéreux, atteint quelquefois un chiffre déraisonnablement élevé. La circulation est en pratique basée sur l'étalon d'or, l'argent et l'or ne pouvant être échangés l'un pour l'autre. L'émission du papier-monnaie par le Gouvernement étant encore interdite, les seuls billets en circulation sont ceux de la Banque de Venezuela et de la Banque de Caracas, limités à l'usage national.

CONTRAT POUR L'ÉTABLISSEMENT D'ENTREPÔTS.

Dans une communication adressée au Département d'Etat le Ministre LOOMIS transmet les termes du contrat signé par le Gouvernement de Venezuela et JOSÉ RAFAEL NUNEZ, sujet vénézuélien, pour l'établissement dans la République d'un système d'entrepôts. Cette entreprise est d'un intérêt spécial pour les Américains ayant des relations commerciales avec le Venezuela.

On remarquera que la concession peut être accordée à des

compagnies particulières ou à des individus, mais non à un gouvernement étranger. Les clauses principales du contrat sont seulement données.

1^{er} Article. JOSÉ RAFAEL NÚÑEZ, ses représentants ou concessionnaires, s'engagent à construire à Caracas et aux ports du Venezuela qui sont autorisés à recevoir des marchandises importées, des magasins ou entrepôts afin de faciliter les opérations commerciales des marchands et de garantir la conservation de leurs marchandises.

2^e Article. La Compagnie des Entrepôts recevra dans ses bâtiments toute la marchandise importée ou destinée à l'exportation que les propriétaires désireront mettre en entrepôt; elle paiera à ses propres frais tous les droits de douane, de transport, etc., etc., perçus sur les marchandises ci-dessus mentionnées et les tiendra à la disposition de leurs propriétaires, sujettes aux conditions suivantes :

(a) Les propriétaires des marchandises pourront retirer des entrepôts les marchandises dont ils auront besoin, après avoir payé les charges légitimes de la Compagnie.

(b) Les propriétaires de marchandises telles que, cotonnades, ferronnerie et quincaillerie, paieront à la Compagnie des Entrepôts pas plus de neuf pour cent par an de la somme totale qui a été payée pour les droits de douane, de transport, etc., etc. Les propriétaires de comestibles paieront dix pour cent par an.

(c). La Compagnie des Entrepôts peut demander comme droits d'emmagasinage la somme de cinq bolivars par mois par mille kilos mis en dépôt dans les entrepôts ventilés, et dix bolivars par mois par mille kilogrammes mis en dépôt dans les entrepôts hermétiquement clos.

(d) La Compagnie des Entrepôts demandera deux bolivars par mille kilogrammes d'articles mis en dépôt et destinés à l'exportation.

(e) La Compagnie des Entrepôts ne demandera paiement des droits de douane et d'autres dépenses qu'à la sortie des marchandises de l'entrepôt. De cette manière les propriétaires de la marchandise ne paieront que la somme due sur la quantité retirée, et les marchandises qui restent dans l'entrepôt seront considérées garantie suffisante du solde dû à la Compagnie.

(f) La Compagnie des Entrepôts s'oblige à remettre les marchandises dans la même condition qu'elles ont été reçues et sera tenue responsable pour toute avarie que souffriront les marchandises à cause de *force majeure* ou toute autre cause fortuite; mais en aucun cas la Compagnie ne sera tenue responsable des paquets dont le contenu n'a pas été vérifié par les propriétaires ou par la Compagnie, ou qui sont sujets à la décomposition spontanée ou naturelle, ni de la perte en poids; et

(g) La Compagnie des Entrepôts devra avoir un corps complet d'employés, et les charrettes ou véhicules nécessaires au maniement des marchandises avec toute la sécurité et les précautions nécessaires.

3e Article. La Compagnie des Entrepôts fournira aux propriétaires des marchandises en dépôt, de l'argent pour un tiers du prix d'achat des marchandises en dépôt. Ces emprunts peuvent avoir un cours d'un an tout au plus, au taux d'intérêt de huit pour cent par an. Si à la fin du terme fixé ni la somme prêtée, ni l'intérêt sur la même n'a été payé, la Compagnie des Entrepôts peut vendre aux enchères les marchandises qui ont été tenues en garantie de la somme prêtée. Du résultat de la vente seront payées les sommes dues et les autres dépenses encourues, et s'il reste un solde, celui-ci sera remis aux propriétaires des marchandises, qui devront être à la vente ou s'y faire représenter. Si à l'expiration du terme convenu, l'intérêt seul de la somme prêtée est remis, le propriétaire peut choisir entre la vente de ses marchandises aux enchères, ou l'extension du prêt pour une période de six mois ou plus, afin de les regagner; il est bien compris que pendant les six mois additionnels le propriétaire est soumis aux mêmes conditions que celles en vigueur pendant le premier terme écoulé. La Compagnie devra, en calculant l'intérêt, compter comme un mois entier, toute fraction de mois.

4e Article. Les marchandises qui restent en dépôt dans les entrepôts de la Compagnie seront considérées comme garantie des sommes placées pour le paiement des droits de douanes et autres dépenses, aussi bien que pour les sommes que les propriétaires des marchandises auront reçues comme emprunts, et pour ces raisons lesdites marchandises ne peuvent être vendues, saisies ou soumises à aucune contribution autre que celles déjà mentionnées. Les

réclamations de la Compagnie des Entrepôts auront la priorité sur toute autre réclamation sur les marchandises mises en dépôt dans ses entrepôts. La Compagnie informera le public tous les trois mois par la presse, de la quantité de marchandises en dépôt et des noms des dépositaires.

5e Article. La Compagnie des Entrepôts devra payer les droits de douane sur toute marchandises délivrée pour être mise en dépôt à la même douane où les marchandises ont été reçues. Paiement devra être fait aussitôt que les agents de commission auront vérifié la facture contenant la liquidation des droits à payer, présentée par la Douane. Ceci n'annulera pas les droits que le Gouvernement peut faire valoir contre les propriétaires des marchandises ou contre les marchandises mêmes en paiement des droits d'importation.

6e Article. Le Gouvernement des Etats-Unis de Venezuela s'engage :

(1) A accorder en franchise de droits de douane, l'importation de tout matériel requis pour la construction complète des bâtiments, aussi bien que de l'ameublement, jusqu'à l'établissement définitif de la Compagnie, se conformant toujours aux stipulations du Code de Finance sur les marchandises importées sous contrat en franchise de droit.

(2) A exempter la Compagnie de toutes contributions nationales.

(3) A ne pas accorder une concession semblable à aucune autre personne, compagnie ou corporation pendant le temps que durera ce contrat, soit vingt-cinq ans.

7e Article. Dans deux ans, comptés de la date de l'approbation de ce contrat par le Congrès National, la Compagnie des Entrepôts doit établir ses magasins à Caracas, à La Guayra, à Puerto Cabello, à Maracaïbo et à Ciudad Bolivar; et dans trois ans, comptant de la même date, dans les autres ports de la République.

PRÉSIDENT IGNACIO ANDRADE.

Le Général IGNACIO ANDRADE, le nouveau Président de Venezuela, naquit en 1839 à Mérida, et appartient à une famille illustre du pays, son père étant le Général JOSÉ ESCOLASTICO ANDRADE, et un de ses frères, le Señor Don JOSÉ ANDRADE, le présent et distingué Ministre aux Etats-Unis.

Le Président ANDRADE a été intimement lié aux affaires publiques du Venezuela et a occupé plusieurs positions de dignité et de responsabilité. Sa carrière publique n'a pas été bornée aux affaires politiques; il est aussi un soldat distingué, ayant une fois commandé un corps d'armée, et il a pris une part très active à la révolution de 1892, qui a eu pour résultat de placer l'ancien Président, le Général JOAQUIN CRESPO, à la tête de l'Etat.

Le nouveau Président a beaucoup voyagé et il est tout-à-fait d'accord avec les idées modernes de notre époque. Il a résidé pendant plusieurs années en Europe, et a visité les Etats-Unis à plusieurs reprises. Son élection à la présidence au mois de septembre dernier a été pratiquement unanime, ayant reçu 406,000 votes d'un total de 490,000.

L'Honorable FRANCIS B. LOOMIS, Ministre des Etats-Unis au Venezuela, à présent dans ce pays, parle de l'avènement du nouveau Président comme une promesse favorable à la continuation des sentiments d'amitié entre les deux pays et à la croissance du trafic. M. LOOMIS dit que le Venezuela a besoin de capitaux et que le Président ANDRADE désire encourager les placements étrangers et l'immigration, spécialement des Etats-Unis.

VENEZUELA.

TARIF DOUANIER DE 1897-1898.

TROISIEME ÉDITION, FASCICULE 30.

ARTICLE PREMIER.—Les marchandises provenant de l'étranger, qui sont introduites par les douanes de la République, se divisent en neuf classes, savoir :

- 1° Les marchandises exemptes de droits;
- 2° Les marchandises payant 10 centimes de bolivar* par kilogramme.
- 3° Les marchandises payant 25 centimes de bolivar par kilogramme.
- 4° Les marchandises payant 75 centimes de bolivar par kilogramme.
- 5° Les marchandises payant 1 bolivar 25 centimes par kilogramme.
- 6° Les marchandises payant 2 bolivars 50 centimes par kilogramme.
- 7° Les marchandises payant 5 bolivars par kilogramme.
- 8° Les marchandises payant 10 bolivars par kilogramme.
- 9° Les marchandises payant 20 bolivars par kilogramme.

*Le *bolivar* vaut 1 franc (valeur nominale) et se divise en 100 centimes. Pour les poids et mesures, le Vénézuéla a adopté le système métrique.

§ 1.—CLASSE 1.

Marchandises exemptes de droits.

Eaux minérales.

Animaux vivants, excepté les sangsues.

Ébauches, fonds ou chaudières en fer, grilles, cylindres et appareils à broyer la canne, ainsi que leurs axes et armatures, fer native et vieux fer hors d'usage, destinés à la fonte.

Charrues et socs de charrues, houes, bèches, faucilles, serpes et faux, sarcloirs, haches, pelles, pics, *tasies* et lames à essarter, avec ou sans manche en bois, et *machetes* pour élaguer.

Objets importés par ordre du Gouvernement.

Appareils et machines pour l'éclairage au gaz ou pour sa fabrication, ainsi que les couveuses artificielles et les appareils destinés à fournir de la vapeur avec les résidus du pétrole.

Hameçons et fil métallique pour clôtures, avec ronces artificielles ou dans la forme définie par l'ordonnance du 13 juin 1894, y compris les crochets pour le fixer.

Pompes à incendie.

Charbon de terre et charbon pour l'éclairage électrique.

Ciment romain.

Voitures, accessoires et matériaux, exclusivement destinés aux chemins de fer.

Cendre de bois et marc de raisin pour engrais.

Effets à l'usage des ministres et des agents diplomatiques étrangers accrédités auprès du Gouvernement de l'Union, apportés par eux, et ceux des agents diplomatiques de la République à leur retour au Vénézuéla.

Bagages, effets et meubles ayant servi, des Vénézuéliens qui ont résidé plus de deux ans en Europe ou aux Etats-Unis du Nord et qui veulent revenir au Vénézuéla, moyennant toutefois l'accomplissement des formalités prescrites à l'article 178 de la loi XVI du Code des Finances, et ceux des étrangers domiciliés dans le pays, pourvu qu'ils se trouvent dans les mêmes conditions qui font bénéficier de cette franchise les Vénézuéliens.

Bagages des voyageurs, à l'exception des objets qui n'ont pas servi et des meubles, qui seront taxés d'après la classe à laquelle ils appartiennent. Les droits applicables aux objets n'ayant pas servi et importés dans les bagages seront augmentés de 20 %.

Sphères ou globes célestes ou terrestres, cartes hydrographiques et marines, cartes géographiques de toute sorte et plans topographiques des mines, lithographiés ou imprimés.

Présure.

Guano, ainsi que la glace importée dans les localités où il n'existe pas de fabriques de glace établies moyennant autorisation du Gouvernement.

Œufs.

Livres, imprimés, en feuilles ou brochés, traitant des sciences, des arts et des métiers, catalogues, journaux et modèles d'écriture à l'usage des écoles primaires.

Bois préparés pour constructions navales, billes de pin, de pitchpin, de chêne ou d'autres bois ordinaires, propres à être converties en planches, en poutres ou en toutes autres formes de bois, ainsi que poutres de pitchpin ayant plus de 25 centimètres d'épaisseur.

Machines à imprimer et accessoires de typographie, tels que caractères, lignes, encre préparée et papier blanc d'impression ni collé ni gommé, ainsi que la pâte de papier pour faire les clichés et l'alliage de plomb et d'aluminium employé dans la stéréotypie.

Machines destinées à l'agriculture et à l'exploitation des mines, au tissage, aux scieries et aux fonderies, non dénommées dans les autres classes, ainsi que celles destinées aux arts et métiers, quand les industriels mêmes les importent, après avoir justifié l'usage qu'ils veulent en faire et avoir obtenu l'autorisation préalable du Gouvernement.

Machines et appareils pour télégraphes électriques, moyennant l'autorisation préalable du Gouvernement.

Moteurs à vapeur, de tout genre et moulins à vent, avec tous leurs accessoires, moyennant l'autorisation préalable du Gouvernement.

Échantillons de tissus en petits coupons, en quantité ne dépassant pas 25 kilogrammes, échantillons de papier de tenture dont la longueur ne dépasse pas 50 centimètres, ainsi qu'échantillons de tous autres objets, pourvu que par leurs dimensions ou pour toute autre raison ils ne soient pas susceptibles d'être mis en vente.

Œuvres d'art d'un caractère monumental, moyennant l'autorisation préalable du Gouvernement.

Platine, or et argent, bruts, ainsi que l'or en monnaie légale.

Plantes vivantes de toute espèce, herbiers ou collections de plantes sèches autres que médicinales et graines pour semer et petites pommes de terre ne pouvant servir que comme semence, pourvu que l'autorité compétente les considère comme importées pour être semées, mais à l'exception des graines de pommes de terre.

Produits originaires de la Colombie, introduits par les frontières de ce pays, à condition qu'il y ait réciprocité.

Ponts avec leurs chaînes, tabliers et autres accessoires, s'ils sont destinés à l'usage public ou à des entreprises agricoles; dans le cas contraire, ils seront soumis à la taxe de la matière qui les compose.

Horloges publiques importées par le Gouvernement Fédéral.

Ressorts, essieux, jantes et planches pour la construction des charrettes et voitures dans le pays.

Si les objets dans lesquels sont importés les articles exempts, tels que malles, sacs de nuit, sacoches, couvertures ou toiles, n'ont pas perdu leur valeur, ils seront pesés à part et suivront le régime qui leur est applicable suivant la classe à laquelle ils appartiennent.

§ 2.—CLASSE II.

Droits.—10 centimes de bolivar.

Acide sulfurique et acide carbonique liquéfié.

Son et tourteaux de son, ainsi que résidus de graine de lin pour l'alimentation du bétail.

Fil de fer galvanisé, non ouvré.

Almagre, craie, ocre, blanc d'Espagne, argile, caput mortuum et toutes terres pour construction.

Goudron minéral ou végétal, asphalte, pétrole brut et bitumes de tout genre, excepté le cirage.

Cercles de fer ou de bois, pour futailles, boucauts et tamis.

Riz en grains.

Avoine.

Barres de fer (comme outils).

Bouteilles ordinaires, en verre noir ou blanc, commun, pour liqueurs; dames-jeannes ou boutillons vides et flacons carrés, de même verre, dans lesquels on importe généralement le genièvre.

Pompes hydrauliques avec leurs tuyaux, souspapes et autres pièces accessoires.

Canots et chaloupes, montés ou en pièces séparées, ainsi que leurs avirons, voiles et ancres.

Brai jaune ou noir.

Chaux hydraulique, chaux ordinaire et tous autres matériaux de construction semblables, non dénommés.

Rognures, débris et déchets de peaux, ainsi que les boyaux secs de moutons, pour charcuteries.

Chanvre ou étoupe en masses ou tordue, pour calfater, étoupe goudronnée et déchets de coton pour l'entretien des machines.

Tuyaux ou conduits en fer ou en plomb.

Carton en pâte.

Carton imperméable pour couverture de toits et pour autres usages.

Tombereaux, charrettes et voitures à bras.

Orge en grains.

Seigle et froment en grains.

Voitures, calèches, coupés, omnibus, phaétons et toute espèce de véhicules non dénommés.

Écorce de chêne, de rouvre ou d'autres arbres, pour tanner.

Farine d'orge, de pois-chiches ou Revalesscière du Barry et autres farines non dénommées.

Glace importée dans des ports où sont établis, moyennant autorisation du Gouvernement, des usines pour sa fabrication.

Fer rond ou carré, en plaques, planches ou tôles et sous toute autre forme non ouvrée.

Briques à nettoyer les couteaux.

Briques, dalles ou carreaux, en terre cuite, marbre, jaspe, bois ou toute autre

matière, pour dallages, n'ayant pas plus de 60 centimètres; tuiles en terre ou en ardoises et pierres ordinaires brutes de tout genre.

Bois à brûler et charbon de bois en morceaux.

Bois communs, tels que planches, poutres et solives de pin, de pitchpin et d'autres bois, ni rabotées ni bouvetées ayant moins de 25 centimètres d'épaisseur, et pin non dénommés, quelles que soient leurs dimensions.

Maïs en grains.

Pommes, raisins, poires et tous autres fruits frais, y compris les cocos même secs.

Machines, réservoirs en fer galvanisé et appareils non dénommés dans la classe I, dont le poids total dépasse 1,000 kilogrammes, ainsi que les glacières.

Musique écrite.

Manioc.

Paille ou herbes sèches, telles que foin et similaires, pour nourrir les animaux, à l'exception des herbes médicinales.

Poix commune, blanche, noire ou jaune.

Bois de campêche, gaïac, brésillet, mûrier, santal rouge et autres bois semblables, en copeaux.

Papier à cigarettes.

Pianos, même muets, pour l'exercice du doigté, sans accessoires.

Ardoises encadrées ou non, livres et crayons d'ardoise et ardoises pour billards.

Résine de pin.

Roues pour voitures, chariots et charrettes, boîtes d'essieux en fer pour lesdits véhicules et roues en acier montées sur essieux en acier.

Sel d'Epsom.

Sel de Glauber et silicate de soude.

Terre de Sienne et terre noire à nettoyer.

Tombes et tombeaux, en marbre, granit ou toute autre matière, si l'autorité compétente estime que ces ouvrages ne sont pas des œuvres d'art d'un caractère monumental.

Lattes en bois pour couvrir les toits (*teja-mani*).

Craie blanche en morceaux ou en poudre et poudre de marbre et de verre.

Plâtre en pierres ou en poudre et plâtre à mouler.

§ 3.—CLASSE III.

Droits.—25 centimes de bolivar.

Huile comestible.

Huiles de colza et toutes autres huiles à brûler non dénommées, huile d'os et huile dite *esperma de cristal* pour machines.

Acides stéarique et oléique, stéarine pure non ouvrée et stéarine mélangée avec de la paraffine, connue sous le nom de stéarine du commerce.

Acides acétique, hydrochlorique ou muriatique.

Acide nitrique ou eau-forte.

Huile de kérosène.

Acier, bronze, laiton, cuivre, étain pur ou avec alliage, plomb et zinc en masses ou bruts, en barres, cubes, rognures ou feuilles percées ou ajourées.

Eau de fleurs d'oranger, limonades et eaux gazeuses.

Eau-rase ou essence de térébenthine.

Aiguilles à tricoter, en acier bois, os, caoutchouc ou autre matière similaire.

Coton.

Lavande.

Alun non calciné en morceaux.

Jaune anglais ou chromate de plomb, minium, litharge, manganèse minéral, céruse ou carbonate de plomb et abestine.

Animaux empaillés.

Annonces sous forme d'almanachs, relatives à des produits médicaux ou à d'autres industries.

Filtres et appareils à filtrer l'eau.

Harnais et colliers pour voitures de toute sorte et pour calèches, coupés, omnibus, phaétos et pour toute sorte de voitures, chariots et charrettes.

Riz moulu, sagou, salep, tapioca et maïs broyé.

Sucre brut ou non raffiné.

Soufre en fleur ou en pâte.

Balances, romaines et dynamomètres, autres que ceux en cuivre ou ceux où le cuivre domine, plomb de chasse, chevrotines et balles.

Laine de bois (*barba de palo*) et fibre végétale semblable au sparte.

Barils, pipes et boucauts, montés ou non, et douves importées séparément.

Vrilles et tarières pour perforer les pierres ou les troncs.

Poterie vernissée ou non, sous toutes formes, non dénommée.

Blanc de zinc et bol blanc.

Lianes, jones, massette, palmes, paille non dénommée, osier non ouvré et épis de trèfle pour la fabrication des balais.

Marc d'huile.

Câbles, agrès et cordages.

Fourneaux de pipes, fume-cigares et pipes en terre ou en faïence ordinaire, non combinés avec d'autres matières.

Pièces d'artillerie de toute matière.

Haricots de toute sorte, pois-chiches, lentilles, fèves et toute espèce de légumineuses, plantes potagères et racines alimentaires ou comestibles, non préparés.

Toile écrue ou grossière et toile dite *coleta* écrue du n° 3 ; toiles d'emballage ordinaires, généralement employées pour les sacs de cacao et de café et pour les emballages, dont la couleur, naturellement foncée, n'a pas été modifiée par les préparations destinées à les blanchir, même lorsqu'elles ont des raies ou des carreaux de couleur.

Charbon de bois en poussière, charbon animal et noir de fumée.

Viande salée, en saumure ou fumée, jambons et jambonneaux non en boîtes, lard et langues fumées ou salées, à l'exception de la viande salée dite *tusajo* dont l'importation est prohibée.

Toile d'emballage doublée de papier ; carton fin ou papier épais pour bureaux, pour cartes de visite et autres usages, y compris le papier imperméable pour presses.

Oignons.

Tamis en fil de fer.

Crin végétal et similaires.

Poix pour cordonniers.

Bière et cidre.

Chlorure de chaux, créoline et désinfectants liquides ou en poudre, non dénommés.

Vieux cuivre en débris.

Cuisines portatives en fer ou en autres métal.

Corbillards, y compris les lanternes (*viarios*), plumets ou panaches et tous autres articles accessoires de la voiture, quand même ils payeraient séparément un droit plus élevé, pourvu qu'ils arrivent avec le char, dans le même ou dans un autre colis.

Craie blanche ou rouge, en morceaux ou en poudre.

Creuset de toute sorte.

Conserves au vinaigre, autres que les olives et les câpres de toute sorte.

Baies de genièvre.

Émeri en morceaux ou en poudre.

Sparte brut.

Étoupilles et mèches pour mines.

Clous à maugère, en cuivre.

Fontaines ou bassins, en fer, en marbre ou en toute autre matière, et statues, bustes, vases, urnes, en marbre, albâtre, granit ou autre pierre semblable.

Fleur de sagou.

Biscuits de toute sorte, non mélangés de confiseries.

Gaz fluide (*gas fluido*).

Gomme arabique.

Farine de froment et semoule préparée pour la fabrication des pâtes.

Outils et instruments, tels que marteaux, maillets de calfat, hachettes, cabes-rans, forges, soufflets de toute sorte, crics pour lever des charges, *molejones*, grands clous à vis pour forgerons, bigornes, enclumes et tous autres outils ou instruments semblables.

Fer ouvré: fil de fer autre que le fil galvanisé non ouvré et toile métallique en fil de fer pour fonds de lit; ancres et chaînes pour navires, coffres-forts, mortiers, meubles, presses à copier et à timbrer le papier, clous, broquettes, caboches, rivets et clous à maugère; constructions démontées ou leurs parties, telles que balcons, portes, balustres, grilles, colonnes, toits, même importés séparément; statues, urnes, pots à fleurs, bustes et tous autres ornements de ce genre, pour maisons et jardins; poids pour balances, fers à repasser, poteaux pour clôtures; fourneaux ou réchauds, *budares*, chaudrons, grils, marmites, poèles à frire, brûloirs et autres ustensiles de ménage, étamés ou non, émaillés ou non, excepté les mêmes objets en tôle de fer ou fer-blanc qui acquittent les droits de la classe IV. Sont également rangés dans cette classe les clous en fer galvanisé avec rondelles également en fer galvanisé.

Fer-blanc non ouvré.

Os, cornes et onglons bruts.

Hollandille bleue de coton.

Jouets d'enfants, de tout genre et de n'importe quelle matière, y compris les *metras*.

Livres imprimés, en feuilles ou brochés, non compris dans la classe I, brochures,

cahiers et livres destinés à l'instruction primaire, importés sous la même forme ou en demi-reliure (*media-pasta*).

Émeri sur toile ou sur papier.

Graines ou farine de lin et graines de colza.

Lin brut.

Faïence commune et faïence vernissée ou non, en objets de toute forme, non dénommée.

Bois de noyer.

Bois fin pour luthiers, ébénistes, etc.

Bois en feuilles ou en lames, pour placage.

Bois scié, raboté ou bouveté.

Saindoux, à l'exception de toute autre graisse mélangée, et beurre.

Machines, réservoirs en fer galvanisé et appareils non dénommés antérieurement, dont le poids ne dépasse pas 1,000 kilogrammes. Si les machines sont importées avec des pièces de rechange qui, prises séparément, payent un droit plus élevé, le tout sera taxé comme machine, pourvu que ces pièces arrivent dans le même colis.

Moulins de toute sorte, non compris dans la classe I.

Minerai de fer, de cuivre, d'étain, mine de plomb, et amiante ou asbeste.

Pommes de terre.

Papier de tout genre, non dénommé, et serpentins ou rubans de papier.

Poisson pressé, salé ou fumé, non en boîtes de fer-blanc.

Pierres lithographiques, pierre ponce, pierres de tout genre et de toute forme à moudre ou à aiguiser, pierres réfractaires pour fourneaux métallurgiques, pierres à filtrer et autres similaires.

Couleurs ordinaires à l'huile.

Potasse commune et potasse calcinée.

Salpêtre et sel de nitre.

Sangsues.

Sardines pressées, à l'huile, aux tomates ou autrement préparées.

Suif préparé pour la fabrication des bougies stéariques ou stéarine.

Soude commune ou calcinée.

Carbonate de soude cristallisé.

Sulfate de fer ou couperose verte.

Sulfate de cuivre ou couperose bleue.

Toiles ou tissus en fil de fer, non dénommés.

Térébenthine commune de Venise.

Poison pour conserver les peaux.

Verre à vitres et glaces unies, non étamés.

Vinaigre ordinaire et vinaigre empyreumatique et eau-de-vie de marc de raisin.

Vins de toute sorte, en pipes, barils ou barriques et vins rouges quel que soit le pays de production ou de provenance, importés en fûts, barriques, barils, bouteilles, boutillons ou tous autres contenants. Si le vin de Porto, même rouge, est importé en boutillons ou bouteilles, il sera classé d'après la classe IV.

Vans pour nettoyer le café (*venteadores*).

Sumac pulvérisé ou non.

[A suivre dans la Bulletin du mois de mars.]

CHEMIN DE FER INTEROCÉANIQUE.

On recommence à agiter dans toute l'Amérique du Sud l'idée de resserrer les relations commerciales et politiques des diverses républiques, premièrement au moyen de voies de communications plus rapides, qui accéléreraient l'échange des productions de ces pays, tout en réduisant la distance, les dangers et les dépenses de transport résultant de la longue navigation par la voie de Magellan et des eaux turbulentes du Cap Horn.

Tout le monde reconnaît, principalement au Brésil, au Pérou, en Bolivie, et au Chili, l'urgente nécessité de la construction d'un chemin de fer interocéanique sud-américain, lequel partant d'un des ports du Brésil, Rio-de-Janeiro, par exemple, traverserait, au moyen d'un tunnel, la Cordillère des Andes, et mettrait en communication directe avec l'ancien empire des Bragance, et par là avec l'Europe, les quatre républiques de la côte du Pacifique, si riches en productions naturelles.

La partie technique du travail, telle que l'arpentage des routes, etc., a déjà été étudiée et les plans dressés; le grand obstacle qui s'opposait à la réalisation de cette entreprise était le manque de capital. Il paraît cependant que la question vient d'entrer dans une nouvelle phase pratique, et qu'un accord est intervenu entre les représentants des quatre républiques intéressées, qui ont approuvé le projet en vue de garantir les intérêts du capital qui devra être engagé dans cette vaste entreprise. Toutefois, on doit dire que l'Équateur ne fait pas encore partie des conventions qui ont été négociées.

On dit qu'au Brésil le courant de l'opinion favorable à ce projet est très puissant et que l'œuvre excite beaucoup d'enthousiasme. Une conférence a eu lieu récemment au Club des Ingénieurs à Rio, le Dr. OLIVEIRA BULHOËS étant l'esprit promoteur, à laquelle ont assisté beaucoup de capitalistes et de notabilités les plus connues de la politique. Les gouvernements de la Bolivie et du Chili y furent représentés par M. PALAVICINO et le Dr. ERRAZURI, leurs représentants respectifs au Brésil.

A cette réunion les causes qui paralysent principalement le commerce entre les nations sud-américaines ont été discutées, de

même que les immenses richesses naturelles inexploitées qui n'attendent que l'entreprise et l'énergie que nécessitera l'accomplissement de ce grand projet international.

La longueur de la ligne transcontinentale de Rio à un port avantageux sur la côte du Pacifique ne dépassera pas, pour ainsi dire, 2,600 kilomètres. Sur foi des personnes intéressées à cette affaire, il est assuré que les capitaux nécessaires au commencement des travaux préliminaires ont été déjà offerts, et que l'inauguration des travaux de construction n'attend que la coopération de l'Équateur avec les autres Républiques.

MISSION ANGLAISE SPÉCIALE À L'AMÉRIQUE DU SUD.

Le South American Journal du 8 janvier écrit, à propos des mesures prises par le Gouvernement anglais pour conserver et étendre d'avantage son commerce actuel avec l'Amérique du Sud, comme suit :

Nous apprenons que le Gouvernement a nommé M. WORTHINGTON de Manchester pour partir en mission spéciale à l'Amérique du Sud en vue de s'informer des conditions des marchés locaux pour l'information du Conseil de Commerce qui considère l'utilité de l'établissement d'un Bureau d'Information Commerciale. M. WORTHINGTON sera accompagné de Sir VINCENT BARRINGTON, qui est envoyé de la part des Chambres Associées de Commerce. On s'attend au départ des deux commissaires pour l'Amérique du Sud à la fin du mois courant.

Le journal Daily Mail en publiant cette nouvelle observe :

Les préliminaires de l'entreprise, annoncée pour la première fois par Sir COURTNEY BOYLE à Nottingham, continuent de faire des progrès constants. Non seulement on a obtenu d'un nombre de Chambres de Commerce des témoignages convaincants, mais on a aussi recueilli nombre d'informations de beaucoup de valeur. Cette information toutefois ne suffit pas pour indiquer quel sera le caractère final de l'entreprise proposée. Cela ne peut être assuré que lorsque les membres du Comité Départemental, nommés pour considérer la proposition, soumettront leur rapport au Président du Conseil de Commerce, qui, à son tour le soumettra, accompagné de ses recommandations, au Cabinet, auquel est confié la décision finale.

CODE DE LA NOMENCLATURE COMMERCIALE.

Le Département du Trésor vient de publier la lettre circulaire suivante, annonçant l'adoption dans les différentes douanes, du Code de la Nomenclature Commerciale, compilé et publié par le Bureau, comme livre de référence :

[Circulaire Departementale No. 16. Division des Douanes.]

DÉPARTEMENT DU TRÉSOR, BUREAU DU SECRÉTAIRE,
Washington, D. C., le 22 janvier 1898.

Aux Collecteurs et autres Agents de la Douane :

Selon une résolution de la Conférence Internationale Américaine, qui recommande aux gouvernements qui en font partie l'adoption d'une nomenclature commune pour la désignation, en ordre alphabétique et en termes équivalents, en anglais, en portugais et en espagnol, des articles sur lesquels sont perçus des droits d'importation, pour l'usage par toutes les nations américaines dans l'imposition des droits de douane qui sont établis ou qui seront désormais établis, de même que dans les manifestes maritimes, factures consulaires, entrées, permis de sortie de vaisseaux et autres documents douaniers, le Bureau des Républiques Américaines a publié un ouvrage, en trois volumes, intitulé "Code de Nomenclature Commerciale," qui contient 28,000 termes commerciaux, arrangés de façon à assurer de la facilité de référence dans n'importe laquelle des trois langues, à savoir, l'anglais, le portugais, et l'espagnol. Cette publication est désormais acceptée comme livre de référence pour la traduction des phrases et mots commerciaux, par ce Département et par les priseurs de marchandises. Toute erreur ou faute qu'on trouvera dans cet ouvrage devra être signalée au Département.

W. B. HOWELL, *Sous-Secrétaire.*

MISCELLANÉES COMMERCIALES.

RÉPUBLIQUE ARGENTINE.

Importation de Charbon
Américain.

Un représentant d'une maison importante de charbon à Philadelphie est actuellement à Buenos Ayres en vue d'y trouver un marché pour le charbon Pocahontas. Ce charbon a été employé quelque temps dans l'Amérique Centrale et les Indes Occidentales et a donné des résultats très satisfaisants. Le commerce en charbon entre les Etats-Unis et la République Argentine est peu considérable et peut être développé considérablement si l'attention nécessaire y est prêtée et des efforts sont faits pour l'avancer. La valeur totale du charbon expédié aux pays sud-américains, pendant l'année fiscale terminée le 30 juin 1897, ne s'est élevée qu'à \$145,000. Les

vastes houillères de Virginie, possédant un port accessible à tout le monde à Norfolk, devraient être mises en communication immédiate avec les contrées des Indes Occidentales et de l'Amérique du Centre et du Sud.

Emballage d'Appareils Electriques. Les importateurs de Buenos Ayres réclament contre la manière défectueuse de l'emballage des appareils électriques qui leur sont expédiés. On cite comme exemple une compagnie américaine qui expédia à ce marché un grand nombre de lampes incandescentes qui ont été trouvées à leur arrivée avoir subies un dommage considérable. En même temps que cette réclamation, on rapporte qu'une expédition semblable venant de l'Angleterre est arrivée en bien meilleur état. L'importance de cette suggestion doit sembler évidente aux parties intéressées dans ce genre de commerce.

Récolte de Blé à Santa Fé. La moisson du blé dans la République Argentine qui s'est poursuivie pendant le mois passé est pratiquement close. Les informations reçues du Département de Santa Fé, le centre des districts producteurs du blé dans la République, rapportent que la récolte est la plus grande qu'on ait vue pendant quelques années. On dit que la récolte est non seulement exceptionnelle quant à la quantité mais aussi que la qualité de la graine est excellente, tant en poids qu'en couleur.

BRÉSIL.

Câble Sous-Marin. Le câble de la "Western and Brazilian Company" entre Pernambuco et Ceará, et le Câble Amazonien, s'étendant de l'embouchure de la rivière à Manáos, qui ont été hors d'usage pendant quelque temps, ont été réparés et les dépêches sont de nouveau transmises régulièrement.

Exportations de Caoutchouc. Les exportations de caoutchouc de Pará pendant le mois d'octobre dernier se sont élevées à 2,074,644 kilogrammes, dont 1,061,573 kilos ont été expédiés en Europe et 1,013,071 aux Etats-Unis.

Mines d'or de Mines Geraes. La Compagnie "São Bento Gold Mining" qui commença ses travaux il y a un an dans l'Etat de Minas, possède environ 10,000 acres de terrain. On calculait sur une production de 240 grains d'or par tonne en moyenne, mais le minerai s'est montré bien plus riche en quelques endroits qu'on ne s'y attendait, la quantité d'or s'élevant à 1 once 72 grains. Le minerai est si friable que les bocards ne sont pas nécessaires pour le réduire en poudre; il est simplement passé par les cylindres et tout de suite plongé dans les cuves à cyanure. La compagnie a un capital de \$1,300,000 en or.

Nouvelle Fabrique de Chapeaux. La nouvelle fabrique de chapeaux, récemment établie dans la ville de Rio de Janeiro, emploie 120 ouvriers et fabrique 1,000 chapeaux par jour. Toutefois la fabrique a une capacité pour la production de 5,000 chapeaux et on dit qu'elle emploiera 600 ouvriers.

Provisions de Charbon de terre. Le Jornal do Commercio fait autorité pour la nouvelle que la Brazilian Financial Company à Londres a signé un contrat pour l'approvisionnement du charbon à l'usage du Chemin de Fer Cen-

tral pendant l'année prochaine. Le prix stipulé dans le contrat est de \$6.25 par tonne livrée au port de Rio de Janeiro; un quart de la quantité peut, selon le contrat, être livré à Santos à un prix additionnel de 75 cents par tonne.

Vente de Plantations. Le South American Journal publie la nouvelle qu'un syndicat anglais a été organisé en vue de l'achat de plusieurs plantations caféières dans le Département de Sao Paulo, entre Sarandy et Batataes; le montant du prix à payer s'élève à 18,000,000 milreis. Il est rapporté qu'un autre syndicat s'organise à Londres avec un capital de fonds hollandais et américains deux fois plus grand, pour l'achat de plantations à l'ouest et au nord de Sao Paulo.

CHILI.

Exportation de Viandes Gelées. Une compagnie a été formée à Valparaiso pour l'exportation en Europe de viandes gelées de Punta Areña, dans le détroit de Magellan. On dit qu'une expérience sera bientôt tentée avec une expédition de 20,000 moutons.

GUATÉMALA.

Droits sur les Appareils Électriques. Le Gouvernement de Guatémala vient de promulguer un décret pour l'entrée en franchise de droits, des batteries électriques, non chargées, pour l'usage public. Le fil de fer galvanisé et le fil de cuivre isolé, de même que les appareils électriques, sont sujets aux droits, suivant le poids brut. Le Guatémala, comme les autres pays, installe dans ses villes principales le système de l'éclairage électrique.

Paiements en Argent des Droits de Douane. Les informations officielles reçues du Guatémala annoncent qu'à partir du 1er juillet les droits d'importation et d'exportation seront payables en argent.

MEXIQUE.

Fabrique de Fer-Blanc. Un nouveau développement industriel sera bientôt entrepris au Mexique avec l'inauguration d'une fabrique de fer-blanc et la demande a été faite au Gouvernement mexicain pour la concession respective. On pense qu'en vue du grand commerce en aliments conservés, notamment en fruits et légumes, que la République développe, la nouvelle industrie proposée lui sera d'un immense avantage et l'action du Gouvernement est attendue avec beaucoup d'intérêt.

Fabrique de Bicyclettes et de Caoutchouc. Une concession a été obtenue du Gouvernement mexicain par un fabricant américain pour la construction et l'opération au Mexique d'une fabrique de bicyclettes et de caoutchouc. C'est l'intention du concessionnaire d'utiliser l'excellente force hydraulique qu'il a obtenue pour la production de la force électrique et de faire concurrence aux fabricants de bicyclettes aux Etats-Unis. Un autre point sur lequel on compte pour faire réussir l'entreprise, est le bas prix payé pour le travail au Mexique.

Inauguration du Chemin de Fer de Mexico, Cuernavaca et du Pacifique. Un événement important et intéressant qui marque le développement intérieur et l'esprit progressif du Mexique, a été l'inauguration officielle, au mois de décembre dernier, du chemin de fer de Mexico, Cuernavaca et du Pacifique, qui s'étend de la

Cité de Mexico à Cuernavaca. La cérémonie a été honorée par la présence du Président de la République et de son cabinet, et aussi des membres du corps diplomatique et autres résidents distingués de la République. La distance entre les deux termini de la ligne est de 75 milles, mais l'importance attachée à cette entreprise se trouve dans le projet de continuer la ligne jusqu'à Acapulco, sur la côte du Pacifique, et la construction se poursuivra avec la même énergie qui a marqué les travaux jusqu'à présent.

Plans pour la Construction du Nouveau Palais Législatif. Jusqu'au 27 décembre 1897, vingt-neuf séries de plans et spécifications pour le nouveau Palais Législatif, qui sera construit dans la Cité de Mexico, ont été reçues pour être examinées. Quelquesuns de ces plans ont été présentés par des Mexicains, d'autres par des Européens, mais la majeure partie est le travail des architectes américains.

Machines Electriques au Mexique. Le syndicat qui contrôle les tramways de la ville de Mexico fait des préparatifs pour l'introduction de l'électricité comme force motrice. La compagnie possède environ 140 milles de ligne, et on se propose de fournir de la force motrice électrique à toutes les lignes, y compris celle qui met en communication Guadalupe avec San Angel. Les dépenses totales de l'installation du nouveau service sont estimées à environ \$5,000,000 et l'opportunité sera ouverte à tous les fabricants d'appareils électriques de soumettre leurs propositions.

L'Industrie Textile. Le développement de l'industrie de tissus de coton au Mexique attire l'attention des pays étrangers et les chiffres suivants sont donnés comme preuve de ce développement et aussi de la production croissante de la matière première dans la République. Pendant les dix premiers mois de 1897, la Grande-Bretagne a exporté au Mexique 34,301,600 verges de tissus fabriqués, comparés à 42,164,200 verges pour la période correspondante de 1896. Les importations provenant des Etats-Unis pendant les neuf premiers mois de 1896 et 1897 ont été de 6,034,908 verges et de 4,503,773 verges respectivement. Les importations de matières premières provenant des Etats-Unis pour les mêmes périodes correspondantes ont diminué de 12,146,161 livres à 5,128,429 livres. Il est affirmé sur la foi d'une autorité indéniable que les trois-quarts du coton employé dans les filatures de coton mexicaines sont de production nationale et que tous les ans une plus grande quantité en est cultivée. Plusieurs nouvelles filatures de coton ont été installées pendant ces dernières années et plusieurs autres sont sous contrat de construction dans le voisinage de Puebla. Les profits retirés du commerce sont très satisfaisants, s'élevant en quelques cas à 20 et 30 pour cent du capital employé.

Concession Accordée pour la Construction d'une Nouvelle Fonderie. Une concession vient d'être obtenue du Gouvernement mexicain par des résidents de Kansas City, Mo., pour la construction à Villa del Carmen, dans l'Etat de Coahuila, d'une fonderie pour le traitement de toutes sortes de minerais. Conformément aux termes de la concession, la fonderie doit avoir au minimum une capacité suffisante pour le traitement de 25 tonnes de minerais par jour. Les travaux de construction de la fonderie et de toutes ses appartenances devront commencer dans deux ans, à partir du 30 décembre 1897, et devront être terminés au plus

tard huit mois après cette date. Les machines et le matériel requis seront admis en franchise de droits.

**Budget pour l'Exercice
1898-1899.**

Dans le rapport soumis au Congrès par le Señor José IVES LIMANTOUR, Ministre des Finances, les dépenses du budget pour l'exercice 1898-1899 sont évaluées à \$52,089,000, et les recettes à \$52,109,000. Au compte des revenus, les recettes des douanes sont portées pour \$423,847,000, et celles des taxes intérieures pour \$23,092,000; les autres sources de revenu complètent la somme anticipée.

**Annulation de la Concession
de Chemin de Fer.**

Dû à l'inexécution des conditions de la concession par la Mexican Southeastern Company, le contrat a été annulé par le Gouvernement mexicain. L'annulation est basée sur l'inaccomplissement par les concessionnaires des termes de l'article 2, qui stipule que 100 kilomètres de la ligne de San Geronimo à la Frontière de Guatémala devront être terminés dans un an à partir de la promulgation de la concession (30 décembre 1896). L'annulation du contrat entraîne la confiscation de la somme de 50,000 dollars déposée avec le Gouvernement comme garantie de l'accomplissement du contrat.

NICARAGUA.

Chemin de Fer National.

Dans le Bulletin pour le mois de décembre, référence a été faite au projet de loi, alors en discussion au Congrès de Nicaragua, autorisant la vente du Chemin de Fer National et des vapeurs sur le lac de Managua, qui font le service en connexion avec le chemin de fer. M. PAUL WIESIKE, Consul des Etats-Unis à Managua, sous date du 19 octobre 1897, informe le Département d'Etat que la loi a été mise en vigueur et qu'un commissaire, nommé par le Gouvernement et ayant le pouvoir de faire les négociations pour la vente ou l'affermage de la ligne, viendra d'abord faire visite aux Etats-Unis. L'équipement complet de la ligne, selon M. WIESIKE, entraînera l'achat de 100 trains de marchandises, trois locomotives, la reconstruction de l'un des ponts et la réparation de la voie, nécessitant un déboursement d'au moins \$100,000.

Mines d'Or.

Un correspondant écrivant dans le Engineering and Mining Journal dit qu'un nouveau district minier a été découvert dans le district de Siguia, situé à environ 20 milles au-dessus de Bluefields, par eau. On pense que ce district sera trouvé très riche, puisqu'un essai fait sur les premières veines a rapporté de \$19.50 à \$36 d'or et de 6 à 10 onces d'argent par tonne. Les ruisseaux des montagnes dans l'endroit où se trouve le quartz fournissent en abondance la force hydraulique; les propriétaires du terrain font construire des tunnels et se préparent pour l'exploitation de leurs placements sur une grande échelle.

PÉROU.

Commerce avec Lima.

Les allumettes chimiques en usage sont toutes importées de la Suède, il n'en existe aucune fabrique au Pérou; l'importation de cet article est très importante. Le système de l'éclairage à

l'électricité de la ville commence à être adopté, et on croit qu'en peu de temps il remplacera entièrement le système actuel d'éclairage au gaz tant pour l'éclairage particulier que pour l'éclairage public. Plusieurs des autres villes principales de la République s'intéressent à ce sujet, et l'opportunité qui se présente pour les fabricants américains d'appareils d'éclairage électrique est très favorable. L'industrie d'ameublement a fait tant de progrès dans le pays que les importations de meubles étrangers sont devenues insignifiantes et se bornent uniquement aux ameublements de luxe.

SALVADOR.

Réduction des Droits sur les Spiritueux. Grâce à l'intervention du consul des Etats-Unis et d'autres représentants de gouvernements étrangers dans ce pays, depuis le 21 octobre 1897 le droit d'entrée au Salvador sur les spiritueux en bouteilles a été réduit par 100 kilos bruts et jusqu'à 50° à \$17.60 or et \$21.10 argent. Les droits sur les spiritueux en fûts jusqu'à 50° restent les mêmes que sous l'ancien tarif.

Mesures Financières. La presse salvadorienne se montre alarmée de l'exportation continue de l'argent, qui contribue à aggraver la situation économique du pays. Il est probable que les banques se mettront d'accord pour adopter un même type de change en rapport avec le prix du métal blanc à Londres.

M. SALVADOR REYES, qui avait été envoyé au Guatemala en qualité de ministre de la Diète, est de retour après avoir accompli sa mission avec succès.

En raison de la crise économique que traverse en ce moment le pays, le Gouvernement fait tous ses efforts pour restreindre les dépenses publiques. La plus sévère économie a été introduite dans toutes les branches de l'administration et le personnel en a été réduit au strict nécessaire. Ces mesures sont accueillies favorablement par l'opinion publique.

URUGUAY.

Commerce en Charbon de Terre. Dans un rapport au Département d'Etat, fait le 4 décembre 1897, le consul ALBERT W. SWALM, donne des statistiques intéressantes relatives au commerce de charbon de terre à l'Uruguay. La majeure partie du charbon importé dans l'Uruguay vient de Cardiff, Galles, en concurrence avec les Etats-Unis. Les charbons employés par les chemins de fer sont admis en franchise de droits d'importation, mais tous les autres charbons paient un tarif de 60 cents par tonne. L'évaluation douanière du commerce de charbon a atteint 1,000,000 de dollars; le prix de vente du charbon varie de 8 à 10 dollars par tonne, mais en 1898 il y a eu une diminution marquée en comparaison avec l'année antérieure, tant dans l'importation que dans le commerce général. M. SWALM rapporte qu'un représentant de l'une des plus importantes maisons d'exportation de charbon de la côte de l'Atlantique a été récemment à Montévidéo afin de faire des arrangements pour placer le charbon américain en concurrence plus active avec le produit gallois. Le consul ne voit

aucune raison pourquoi l'entreprise ne réussirait pas, pourvu que les cargaisons provenant des Etats-Unis conservent l'état de propreté établi par les compagnies rivales. Jusqu'ici cela n'a pas été la règle, et à cet état de choses est dû en grande partie l'insuccès du charbon américain à dominer le marché.

Exportations de Laine et de Peaux de Moutons. L'exportation de laine du port de Montévidéo, selon M. SWAIM, consul à ce port, du 1er octobre au 30 novembre 1897, a atteint 6,705 ballots, d'un poids moyen de 500 kilogrammes chaque. De ce nombre 173 ballots ont été expédiés aux Etats-Unis; les expéditions aux autres pays ont été comme suit: France, 3,105; Belgique, 883; et l'Angleterre, 997. La tonte a été grande et d'une meilleure qualité en général que celle de l'année dernière. On a exporté du 1er août au 30 novembre 1897 7,729 ballots de peaux de moutons, desquels la France a pris la majeure partie.

VENEZUELA.

Installation de Tramways Électriques à Caracas. La concession accordée au mois de juillet 1896 à une compagnie pour l'installation de tramways électriques dans la ville de Caracas a été révoquée, faute de l'accomplissement par le concessionnaire des conditions de la concession. A présent le service des tramways à Caracas est très défectueux et la révocation de la concession ouvre aux capitalistes américains intéressés dans ces entreprises une opportunité favorable.

MONTHLY BULLETIN

OF THE

BUREAU OF AMERICAN REPUBLICS,

INTERNATIONAL UNION OF AMERICAN REPUBLICS.

VOL. V.

MARCH, 1898.

No. 9.

ANNUAL REPORT OF THE BUREAU.

POLICY OF THE LATE DIRECTOR, MR. JOSEPH P. SMITH—PROCEEDINGS OF THE EXECUTIVE COMMITTEE—APPOINTMENT OF A PROVISIONAL DIRECTOR.

A meeting of the Executive Committee of the International Union of American Republics was held at the State Department on Monday, February 28, 1898, at 11 a. m., pursuant to the call of the Secretary of State.

Present: Secretary of State, Chairman; Mr. ROMERO, the Minister from Mexico; Hon. WILLIAM R. DAY, Assistant Secretary of State; Mr. FREDERIC EMORY, Acting Director of the Bureau of the American Republics.

Mr. ANDRADE, the Minister from Venezuela, was unable to be present, but Mr. ROMERO had been asked to represent him, thus making a quorum of the Committee.

The annual report of the Director of the Bureau was presented by the Chairman, and, on motion of Mr. ROMERO, it was approved, and its transmittal to the two Houses of the United States Congress, and to the Governments represented in the International Union was ordered.

A statement from Mr. FREDERIC EMORY, Acting Director, as to the condition of the Bureau, was read by the Assistant Secretary of State.

A resolution was presented, and, on motion of Mr. ROMERO, was adopted, approving the conclusions and recommendations of the Acting Director, and appointing Mr. FREDERIC EMORY Director of the Bureau of the American Republics for a period not to exceed the current fiscal year ending June 30, 1898.

The resolution stated that the purpose of the appointment was to enable the provisional Director to thoroughly reorganize the affairs of the Bureau, to cancel all engagements entered into for advertising, canvassing for subscriptions, or other business purposes which might seem to him to be injurious to the interests of the Bureau; and to reorganize the force, making such reductions of the said force or of salaries, and readjusting the same, as might be deemed expedient, "having always in view the general interests of the International Union and the wishes of the Executive Committee."

The Committee instructed the Director to terminate at once the existing contracts for soliciting advertisements and subscriptions to the publications of the Bureau upon commission, and to discontinue the New York office of the Bureau. In pursuance to this instruction, the Director, on the 28th of February, notified the advertising agent of the Bureau of the action of the Executive Committee.

Advertisements will continue to be received for the MONTHLY BULLETIN as heretofore.

ANNUAL REPORT.

The annual report of the Bureau, with an explanatory note by the Acting Director, is as follows:

BUREAU OF THE AMERICAN REPUBLICS,
INTERNATIONAL UNION OF AMERICAN REPUBLICS,
Washington, U. S. A., February 28, 1898.

Hon. JOHN SHERMAN,

Chairman Executive Committee,

International Union of American Republics.

SIR: I have the honor to inclose herewith the annual report of the Director of the Bureau of the American Republics. This report was prepared in accordance with the instructions of the late Director of the Bureau, Mr. JOSEPH P. SMITH, and follows the memoranda forwarded by him as the basis for the document. The

draft was sent to Mr. SMITH at Miami, Fla., but reached him when he was too ill to take action upon it. I am satisfied, however, that the report substantially embodies Mr. SMITH's views, and, as it presents a careful summary of the work of the Bureau under his direction and indicates the general purposes he had in view, I deem it but proper that it should be laid before the Executive Committee for their action and for transmission to the Congress of the United States and the Governments of the other Republics in the International Union as the annual report of the Bureau.

Respectfully yours,

FREDERIC EMORY,
Acting Director.

MIAMI, FLA., *January 28, 1898.*

The SECRETARY OF STATE, *Chairman*, and the
MEMBERS OF THE EXECUTIVE COMMITTEE OF THE INTERNATIONAL
UNION OF AMERICAN REPUBLICS.

GENTLEMEN: In submitting my first annual report as Director of the Bureau of the American Republics, I have the pleasure of congratulating you upon a marked advance in the dignity and usefulness of the Bureau's work. The wisdom of the creation of the Bureau as an international agency for the promotion of trade and the extension of fraternal relations among the Republics of the Western Hemisphere has, in my judgment, been amply confirmed by accomplished results, and the future promises a large and healthful development of its capabilities for practical good. An undertaking so novel in design and so heavily weighted with elements of possible friction as an international union of nineteen distinct and strongly individualized governments, must, in the nature of things, be experimental at first and a work of gradual development from year to year. It would be difficult to find stronger testimony as to the general solidarity of interests of the Republics of the two American continents than is provided in the fact that this enterprise, though often threatened by hostile criticism from without, has not only survived all assaults, but commands even stronger and more united support from all the parties to the union than even in the first glow of its generous inception. The Bureau is indebted for much of its

recent growth to the more active and vigilant participation of the representatives in Washington of the various Republics interested, and it has just had signal proof of the generous appreciation of its work in the United States in the provision recently made by the United States Congress for the expenses of the current fiscal year.

Since the date of the last annual report of my predecessor, January 26, 1897, the following publications have been issued :

Code of Commercial Nomenclature, in English, Spanish, and Portuguese. (Revised edition.)

Code of Commercial Nomenclature, in Spanish, English, and Portuguese.

Code of Commercial Nomenclature, in Portuguese, Spanish, and English.

Commercial Directory of the American Republics, first volume.

Diplomatic and Consular Service of the Latin-American Republics and Hawaii in the United States.

Diplomatic and Consular Service of the United States. (Corrected to July 29, 1897.)

Handbook of Alaska.

Handbook of Guatemala (revised).

Handbook of Hawaii.

Import Duties of Peru, 1896.

Import Duties of United States, 1897 (English).

Import Duties of United States, 1897 (French).

Import Duties of United States, 1897 (Portuguese).

Import Duties of United States, 1897 (Spanish).

MONTHLY BULLETINS from February, 1897, to January, 1898, inclusive.

Newspaper Directory of Latin-America.

Official Mailing List of the Bureau of American Republics.

Reciprocity and Trade.

Spanish-American Trade.

Specifications for New Government Building in City of Mexico.

Trade Relations in America.

Copies of these publications accompany this report as Inclosures I to XX, inclusive.

The most important work of the year was the preparation of the Commercial Directory of the American Republics. Shortly after entering upon my duties, I became convinced that one of the most effectual means of bringing the manufacturers and merchants of the various countries into closer relations, and thus pro-

moting industries and commerce, was to provide them with a reliable source of information as to the names of firms engaged in particular lines of trade or production, supplemented with the latest data procurable as to the resources, commerce, manufactures, trade usages, patent and copyright laws, business licenses, customs tariffs, passport regulations, etc., of the American Republics and the West Indian and Central and South American colonies, with which they are so intimately associated in trade intercourse. I discovered that such a work was recognized among the business men of the United States as one of the most immediate necessities for expansion of trade with the Latin-American countries. The Bureau had previously published commercial directories, which, though serving a useful purpose at the time, had become obsolete. I felt that what was demanded of the Bureau was a practical encyclopedia of the industries and trade of the countries composing the International Union. Of course, a task of such magnitude implied large expenditures for the collection and compilation of a great mass of data, its translation into Spanish, Portuguese, and French, and the classification of many thousands of names.

Above all, it seemed to me to be indispensable that the work should be conducted with the most painstaking care, in order that the publication should be recognized everywhere as a standard authority. It was an undertaking which, under ordinary conditions, would have consumed a long period of time, but by enlisting the active cooperation of the Department of State, and augmenting the force of the Bureau for this special purpose, I succeeded, with the valued aid of the Governments interested, through their representatives in Washington and officials of their various administrative departments, in completing and publishing the first volume in about eight months from the time of its inception, and about five months after active work had been begun. It was intended at first to complete the work in one volume, but as it proceeded, it was found that the mass of valuable data was so great that two volumes would be required. The second volume is in course of preparation, and will be issued by the 1st of March. In other words, I shall have the satisfaction, during the first year of my incumbency of the office of Director, of having carried to a successful conclusion an enterprise which, I trust, will effect-

ally demonstrate the capabilities of the Bureau for adequately fulfilling the purposes for which it was created, and especially for issuing publications not only of practical value to trade but of generally recognized importance to economists, financiers, and legislators all over the world. As to this, I trust I shall be acquitted of any charge of egotism in praising a work with which I have been so closely identified by the testimony submitted herewith in the form of a large number of unsolicited letters from representative men and business organizations. (Inclosure XXI.)

Among these, will be found words of commendation from the former Secretary of State of the United States, Hon. RICHARD OLNEY, who was also the honored chairman of your committee and one of the strongest advocates of the system under which the Bureau is now governed; Hon. WARNER MILLER, for years conspicuously identified with the Nicaragua Canal; Mr. WILLIAM E. CURTIS, the first Director of the Bureau; Mr. CLINTON FURBISH, my immediate predecessor; Mr. THEODORE C. SEARCH, president of the National Association of Manufacturers; a number of well-known business men who have long been identified with South American trade, and Senators and Representatives of the United States Congress. Copies of the first volume of the Directory were sent to the Presidents of the Republics composing the Union on the 11th of November, 1897, and on the same day, a copy was formally presented to the President of the United States by representatives of the Executive Committee, comprising Hon. JOHN SHERMAN, Secretary of State of the United States; Señor DON MATÍAS ROMERO, Minister from Mexico, and Señor Dr. DON MARTIN GARCIA MÉROU, Minister from the Argentine Republic. A full account of the proceedings is herewith attached. (Inclosure XXII.) Copies were also transmitted to the members of the President's Cabinet, who acknowledged the receipt of them in cordial terms of appreciation, as will appear from their letters presented herewith. (Inclosure XXII.) While it is believed that the Directory will stand the test of the most searching criticism, it is hoped in future editions to make it still more valuable to the great interests it was intended to promote.

The experience of the Bureau in connection with the publication of the Code of Commercial Nomenclature, almost the entire edition of which is now in storage awaiting purchasers, led me to

adopt the methods of successful publishing houses in soliciting subscriptions in advance, with the result that the commercial department of the Bureau, necessarily located in New York, as the great business center for such work, succeeded, up to January 1, in selling 3,079 copies of the Commercial Directory, amounting to \$15,395. The total cost of the Directory, including the compilation and editing of statistical and descriptive matter and its translation into several languages, and the collection and classification of more than 100,000 names of business firms, was about \$48,000. The proceeds from the Directory will amount to about \$20,000, making the net cost \$28,000. This outlay, it seems to me, is fully justified by the large results to the common interests which seem to be assured.

In addition to the Commercial Directory, which, as I have indicated, has absorbed so much of the time and energies of the Bureau, the MONTHLY BULLETIN, which is the official organ of the International Union, has, during the past year, been greatly enlarged and improved. The edition now numbers 75,000 copies each month, over 40,000 being circulated in the Latin-American countries, and the receipts from advertising increased from \$6,416.14 during the fiscal year ended June 30, 1897, to \$13,025.24 during the six months following to December 31, 1897, or more than double the proceeds of the previous year. For the six months from January 1 to July 1, 1898, the receipts from this source will probably not be less than \$30,000. Ultimately, it is hoped, the income from advertisements will make the MONTHLY BULLETIN self-sustaining. It is not contemplated to make the BULLETIN a source of profit to the Bureau, but simply to obtain the means to secure the best material for its pages and to extend its circulation to all those points which are of importance in developing international trade. It will be seen that, if this policy is pursued, the BULLETIN must eventually become a great agency for promoting the interests of manufacturers and business men in all of the Republics. I was disposed, when I first assumed control of the Bureau, to view with some doubt the policy of inserting paid advertisements in the BULLETIN, but after having carefully investigated the subject, I became convinced that, throughout the American Republics, as a result of the adoption of the system by the conference of representatives of the International Union in 1896, the benefits to be

secured fully sustained the wisdom of the action taken at that time. One of the most important reasons for including advertisements in such a publication is to be found in the fact that it is only from advertisements that people in one country can obtain information of a practical character as to the trade offerings, manufactures, and business opportunities generally in other countries. This is clearly demonstrated by the practical experience of the Bureau in the receipt of letters from a large number of manufacturers, merchants, and shippers of the United States, informing it of important gains in trade as a result of the direct contact between seller and consumer, secured by means of advertising in the BULLETIN. Attached to this report, will be found a number of letters from leading firms in the United States, giving specific instances of business obtained by this means. (Inclosure XXIII.) The benefits described, as it happens, are those resulting immediately to the United States, and for that reason, I feel that the Bureau is entitled to expect commensurate support from this country; but all the members of the International Union will indubitably reap their share of profit from the enlargement of commercial intercourse which may confidently be expected to follow.

The Code of Commercial Nomenclature, which was begun under instructions from the International Union by the first Director of the Bureau, was completed and printed in a more convenient form than at first proposed, in three volumes, in English, Spanish, and Portuguese, with the equivalents in each case in the other languages, within three months after my appointment as Director. The value of this work, carried on for a period of seven years, is generally recognized among those engaged in Latin-American trade, and it will no doubt be possible, in course of time, as it is analyzed in practical use, to add to and perfect it.*

During the past summer, the Bureau issued special Handbooks of Alaska and Hawaii, because of the popular interest excited by the discovery of gold in the former and the proposed annexation to the United States of the latter, and the general demand for information which it was thought this Bureau should supply. The Hawaiian Islands, it may be recalled, though not formally a member of the Union, were included in the original programme

* See February BULLETIN, page 1312—Code of Commercial Nomenclature, adopted by United States Treasury Department as standard for use in custom-houses.

for its operations, and their peculiar relation to the United States seems to me to warrant their inclusion in the general scope of the Bureau's work. For the same reason, Hawaii was incorporated in Volume I of the Commercial Directory. The work of promptly publishing changes in the customs tariffs of the various countries comprising the International Union was carried on during the year, and special editions of new tariff laws of Peru and the United States were issued, the latter being printed in Spanish, Portuguese, and French, as well as in English. Revised editions of the Handbooks of Brazil, Colombia, Costa Rica, Mexico, and Venezuela are being prepared, and will be issued as soon as possible in enlarged form and with the latest statistical information.

In addition to the work of publication which has been described, the Bureau has extended its duties by creating a division of information, with the view to answering with the least delay and as accurately and fully as possible the many requests for specific data concerning the Latin-American Republics which reach it from day to day. Since September 1, nearly 400 communications of this character have been received and answered promptly, after the proper investigation had been made, with the result of adding largely to the knowledge of the business communities of the countries interested as to the conditions of a wider exchange of products among themselves. The work of the Bureau having been so greatly increased, it was found necessary to largely augment the force to meet the special exigency of the speedy publication of the Commercial Directory. After the emergency had passed, the force was reduced more nearly to normal conditions; but I may say frankly that, if the work of the Bureau is to correspond to the necessities of trade development among the Republics of the Western Hemisphere, it must necessarily employ a large and expensive staff. Besides a considerable clerical force, it is absolutely indispensable that it should be provided with efficient translators, able to render the great mass of data prepared for publication promptly into Spanish, Portuguese, and French.

In addition to these, it should have at its command the services of specially qualified writers on the economic conditions which lie at the base of any successful expansion of trade among the American Republics. The work, which, with the approval of the Executive Committee, it would afford me the greatest pleasure to

prosecute with unrelaxing energy, requires the highest class of ability, and it would be idle to conceal the fact that the great ends of the International Union can not be successfully subserved without a much larger outlay than the meager resources heretofore at the command of the Bureau. This is the more evident when we consider the fact that even what has been accomplished—imperfectly and unsatisfactorily as it must have been to my predecessors, though reflecting great credit upon them in view of the disadvantages under which they labored—could not have been secured without funds largely in excess of the appropriation never more than \$36,000 per annum. Investigation will show that the former Directors of the Bureau were compelled to resort to various expedients to enable them to print the publications which have been issued from time to time. It would have been impossible to do this from the funds at their command. It was done only by means of authority obtained from the Congress of the United States to print the various Handbooks and other publications as Congressional documents, to be paid for out of the general printing fund. Notwithstanding this, deficiencies were incurred in the account with the Public Printer, and the fact has recently developed that these amount to a considerable sum. As I did not have the advantage enjoyed by my predecessors of the Congressional authority indicated, I was greatly embarrassed to determine how the difficulty could be remedied. However, I hope that this matter will be satisfactorily adjusted by the Congress of the United States.

The temporary addition of a number of persons to the working force of the Bureau necessarily increased the expenses, and the demands of the work since then have laid a heavy tax on the Bureau's resources from advertising, besides exhausting the regular appropriation. Under these circumstances, I called the attention of the Secretary of State of the United States to the matter, and the Congress of the United States was asked to make an urgent deficiency appropriation of \$41,972 to meet the expenses of the Bureau for the six months ending June 30, 1898. This appropriation was made without objection—a fact which demonstrates the appreciation by Congress of the practical value of the Bureau's work. The recommendation has also been made to Congress to appropriate the full sum of \$36,000 for the expenses of the

Bureau for the fiscal year ending June 30, 1899. I wish to say, however, that this amount, in my judgment, is far from being commensurate with the prospective needs of the Bureau, and I respectfully suggest to the representatives of the countries composing the International Union that steps be taken to secure to the Bureau the use of the amounts contributed by the other Republics, which amounts, at present, are paid into the United States Treasury to reimburse the latter to the extent of the quotas of the different countries. This would make the revenue of the Bureau from such sources about \$45,000 or \$50,000. Even this would be wholly inadequate to the actual requirements, and it is hoped that means will be taken to secure to the Bureau an income corresponding to the dignity and practical value of its work.

One of the objects which I have had in mind from the moment I became familiar with the capabilities of the Bureau has been the active cooperation of all of the members of the International Union—not merely the Governments of those countries to which I am indebted for valuable support and encouragement, but the industrial and trade interests of every kind. It has seemed to me that this object might be best served by the appointment of commissioners representing the Bureau to serve without pay in the leading industrial and commercial centers of the different countries. It would be the special duty of the Bureau to keep such representatives fully informed from its various sources of intelligence as to trade developments and opportunities, the market conditions, requirements of consumers, etc., in the other countries, and the commissioners, in their turn, would contribute to the Bureau a great mass of valuable data from their respective localities, besides directing the attention of others in their immediate neighborhood to the work of the Bureau. I trust that this idea will commend itself to the Executive Committee, and that I may have the benefit of its cooperation in what seems to me to be a practical and valuable means of extending trade relations.

I have the pleasure of informing the Executive Committee that the Bureau, in pursuance to the committee's recommendation and through the good offices of the representatives of the Latin-American countries in the United States, and of the ministers accredited by the United States to those Republics, has obtained the valuable privilege of sending its mail matter for distribution

free in the Republics of Costa Rica, Ecuador, Guatemala, Haiti, Honduras, Nicaragua, and Venezuela. The importance to the Bureau of this concession was impressed upon me shortly after I took charge of its affairs, and I have to express my appreciation of the promptitude with which my request was acceded to by the various Republics. Previous to that time, Mexico was the only country in the International Union which had extended the privilege to the publications and correspondence of the Bureau. I trust that, in course of time, all of the members of the International Union will be included in this arrangement, which greatly economizes the outlay of the Bureau for miscellaneous expenses.

One of the most encouraging of the evidences of the growing appreciation of the Bureau's work which have come to my attention has been the active interest shown by great organized trade bodies of the United States, such as the National Association of Manufacturers, the Philadelphia Museum, the export associations of New York, the Spanish Club of St. Louis, and others. These various organizations have, for some time, made special efforts to cultivate and develop trade relations between the United States and its southern neighbors. The Philadelphia Museum gave striking evidence of its liberality and enterprise in this direction in the tour of Latin-American business men through the United States last summer, which was the result of its special efforts, and the National Association of Manufacturers has recently taken a practical step of great importance in the establishment of a sample warehouse at Caracas. All of these organizations recognize the fact that this Bureau could be made a potent instrumentality, not of anticipating or superseding their work, but of assisting in intelligent and well-directed efforts. My conception of the mission of the Bureau is that of a broad agency for pointing out the way and removing obstacles to individual and corporate enterprises. The business features which have been introduced in the management of the Bureau have been only those which, it seemed to me, were useful to this end. It would be unfortunate, in my judgment, if the Bureau were to conflict unnecessarily in matters of detail with any organized agency for promoting trade. All such agencies, it seems to me, should be developed and encouraged, and I am confident that their interests will be best promoted by cooperation with the Bureau in its efforts

to infuse intelligence and energy into the general course of trade between the different countries. Whatever tends to the increase of the Bureau's resources and to improving its efficiency must, in the end, redound to the advantage of all who are endeavoring to obtain a larger share of the commerce among the various Republics. For the same reason, the Bureau is obviously interested in the various enterprises for holding expositions of the industries and commerce of the different members of the union, for establishing museums of manufactured goods and other products, for extending the agencies of commercial intelligence, and kindred undertakings.

In this connection, I wish to call particular attention to the Trans-Mississippi Exposition at Omaha during the coming summer, the Pan-American Exposition in 1899 in Buffalo, which appeals especially to the International Union for the most generous measure of support, and to the Paris Exposition in 1900, as well as to contemplated expositions in the various countries of the Union. In my judgment, the Bureau of the American Republics should be adequately represented at all of these expositions, and the necessity creates an additional reason for a large increase of the Bureau's resources. I respectfully commend this subject to the special attention of the Executive Committee, and would be glad to have a formal declaration of its approval of the policy indicated.

Another subject which has engaged my earnest attention, and which has interested me more and more as I have familiarized myself with the practical conditions of trade among the different countries of this Hemisphere, is the absolute necessity of efficient reciprocity agreements for the proper development of American trade among Americans. This subject, as the Executive Committee is aware, is receiving the attention of a Special Commissioner Plenipotentiary of the United States, and I sincerely trust that his labors will be fruitful of practical results for all the countries of the International Union. There can be no question, it seems to me, that the manufacturers of the United States are deeply anxious to conclude arrangements of this character which will enable them to dispose of their products among the Latin American countries, and that their influence will tend most powerfully toward such concessions as will secure those countries broader

outlets for their products in the United States. It seems to me to be my special duty to aid such a movement in every way in my power, and it is particularly gratifying to me to observe the many indications of a similar spirit, not only in the United States, but in the Republics with which it is associated in the International Union.

It is a source of deep regret to me that the condition of my health during the past six months has been such as to prevent me from carrying out the plans I had proposed for myself with the energy which my constant presence on the spot would have permitted me to exert. I trust, however, that none of the interests of the Bureau have suffered, but that, on the contrary, they will be found to have been substantially advanced. With restored health, it will be a source of great pleasure to me to resume my duties, with the consciousness of having earned your approval, and to feel that I may count upon your cooperation in enlarging the work of the Bureau and directing it into such channels as will lead it finally to the full fruition of the wise and liberal plans of the International Union at its creation.

Attached hereto is a statement of the receipts and expenditures of the Bureau to January 1, 1898. (Inclosure XXIV.)

With grateful acknowledgments to the honorable Chairman of the Executive Committee, and to the distinguished ministers composing it, for guidance and advice at various critical states of the Bureau's affairs during the past year,

I have the honor to be, your obedient servant,

JOSEPH P. SMITH,

*Director.**

[Inclosures.]

- I-XX. Publications of the Bureau of the American Republics.
 - XXI. Letters commending the Commercial Directory.
 - XXII. Account of the presentation of the Commercial Directory to the President of the United States, with letter of transmittal, and letters from the Members of the Cabinet regarding it.
 - XXIII. Letters from business men in regard to advertisements in the MONTHLY BULLETIN.
 - XXIV. Receipts and expenditures of the Bureau.
- These inclosures are omitted here on account of their length.

* Mr. SMITH was too ill when the above report was submitted to him to formally approve it. As previously explained, it was prepared in accordance with memoranda written by him.

ADVERTISEMENTS IN THE BULLETIN.

The following circular letter, explanatory of the action of the Executive Committee in terminating the contract with Mr. CHARLES E. LOCKE, late advertising agent of the Bureau, has been sent to advertisers in the MONTHLY BULLETIN, organized trade bodies, trade newspapers, prominent business men, etc.:

BUREAU OF THE AMERICAN REPUBLICS,
INTERNATIONAL UNION OF AMERICAN REPUBLICS,
Washington, U. S. A., March 5, 1898.

SIR: You are informed that at a meeting of the Executive Committee of the International Union of American Republics, on the 28th of February, I was appointed Director of the Bureau of the American Republics for a period not to exceed the fiscal year ending June 30, 1898, in order that the affairs of the Bureau might be reorganized. At this meeting I was instructed to terminate the contract with Mr. CHARLES E. LOCKE for obtaining advertisements and subscriptions to publications of the Bureau on commission, it having been found that this method of conducting the business of the Bureau entailed expenditures largely in excess of the returns, and also brought the Bureau into conflict with the interests of the trade newspapers and publishing houses of the United States.

The original purpose of the Executive Committee, which, as you know, is composed of representatives of Latin American Republics as well as the United States, was to obtain a revenue from advertisements, which would increase the usefulness of the Bureau without entailing additional expense upon the Governments interested.

It is believed that this purpose can be subserved without injury to private interests in this country, by continuing to accept advertisements for the MONTHLY BULLETIN of the Bureau, and making that publication so valuable that it will merit the support not only of firms seeking markets in Latin American countries and of exporters in the latter who wish to sell their goods in the United States, but of the trade newspapers and all other interests that would be benefited by an increase in the volume of Latin American trade.

The details of this feature of the Bureau's work have not yet been perfected, but in the meantime I respectfully request your careful consideration of the subject, and would be glad to have the benefit of your support in my efforts to carry out what I personally know was the earnest wish of the late Director, Mr. JOSEPH P. SMITH, by putting the work of this Bureau upon a dignified and proper plane and making it an active agency for the promotion of trade among the American Republics.

Respectfully, yours,

FREDERIC EMORY,
Director.

TRADE RELATIONS IN AMERICA.—IX.*

INTERNAL RESOURCES OF CENTRAL AMERICA.

In the February number of the MONTHLY BULLETIN, the internal resources of Mexico were treated of. We are now to take up the resources of Central America, which is one of the three great sections into which our Continent is divided. With a territorial area almost equal to that of France, Central America has a population less than that of Belgium, whose territory is much smaller than that of the Republic of Costa Rica. Endowed with the richest soil, supplying in abundance all the products of the tropical zone, with an unrivaled geographical position, enjoying a mild and healthful climate, with an immense coast line on both oceans, and with the prospect of an interoceanic canal across its territory, Central America has a brilliant future before her, and she is destined to become one of the grand emporiums for the commerce of the universe. The want of adequate means of communication between the five States has impeded, up to a certain point, the development of that beautiful land. But for the past few years, activity has been noticeable in the construction of railroads, and, although up to the present day, they are devoted to the interior traffic of each section, later on they will unite the sections and thus give a great impulse to industry, agriculture, and commerce.

The principal railroads in Central America at present are the following: In Guatemala, the Southern Railroad, which starts from the port of San José, on the Pacific, passes through Escuintla and terminates at the capital after traversing a distance of 75 miles; the Western Railroad, 41 miles in length, which unites San Felipe with the port of Champerico; a branch of the Southern Railroad, connecting Escuintla and Patulul; a line from Iztapa to the station of Naranjo, on the Southern or Central Railroad, and a section of 129 miles of the Northern Railroad, from Puerto Barrios to Rancho de San Agustín. In Salvador, there is the line from the port of Acajutla to the city of Santa Ana; that from Armenia to Ceiba, and that from Santa Tecla to the capital. Honduras has a railroad

* The first article of this series, by the late JOSEPH P. SMITH, Director, was published in the MONTHLY BULLETIN for July, 1897. The series will be continued by various contributors on the lines laid down by Mr. SMITH.

connecting Puerto Cortéz with San Pedro Sula. In Nicaragua, there is an excellent railroad line divided into two sections. The first extending from Corinto to Momotombo, on Lake Managua, a distance of 58 miles; the other, 32 miles in length, extends from Granada to the capital, situated on the shore of the same lake. Communication between this latter point and Momotombo is maintained by means of small, but very commodious and well-constructed, steamers.

Costa Rica has two railroads open to traffic; one running toward the Atlantic, the other toward the Pacific. The first is the more important of the two, since it unites the capital with its port of Limón, the principal port of the Republic, and one of the best in Central America. This line has a length of 117 miles, and terminates at Alajuela. The other line runs from Esparta to the port of Puntarenas, being only $14\frac{1}{2}$ miles long. Among the railroads now under construction in Central America, the following ought to be mentioned: In Guatemala, the Northern Railway, between Puerto Barrios and the capital of the Republic, a part of which is already completed, as has been stated; in Salvador, a railroad from the port of Unión to the capital, which will have a length of more than 200 kilometers (124 miles), passing the principal cities of the east, is now about completed. The section between Ceiba and Santa Tecla is also being constructed. In Nicaragua, the work on the railway from Masaya to Diriamba, traversing one of the portions of the country where coffee is best produced, is far advanced. In Costa Rica, the construction of the railroad to the Pacific has been commenced.

The principal products of Central America are coffee, sugar, cacao, indigo, corn, tobacco, rubber, hides, lumber, dyewoods, and all the tropical fruits, among which the foremost is the banana. The Central American coffee is famed in all the markets of the world. Its cultivation has developed marvelously of late years, and continues on the increase, despite the fact that the price of the commodity has decreased considerably. In Guatemala and Costa Rica, the coffee crop represents the major part of the domestic production. In the first-named Republic, in 1892, there were devoted to the cultivation of coffee something over 964 *caballerías* (about 101,944 acres), and the number of trees was at that time 64,186,922. The yield in that year amounted to 36,999,464 pounds.

Coffee is the great product of Costa Rica, where it was first introduced in 1796, and the article produced in that country is of a superior quality, as is demonstrated by the high prices it has obtained in the markets of Europe, principally in England. The annual exports amount to nearly 40,000,000 pounds. At the Chicago Exposition, there were 75 exhibitors of Costa Rican coffee, of which 55 received awards, a proportion which none of the other countries which figured in that great exhibition succeeded in attaining. Coffee is produced in all the departments of the Republic of Salvador. On the uplands, in the interior of Honduras, the coffee produced is excellent in quality, and, although up to the present time the production has been limited, the indications all point to a notable increase in the near future. In a report addressed to the Department of State, under date of February 6, 1897, treating of the cultivation of coffee in Nicaragua, Minister BAKER expresses himself as follows:

"As going to illustrate the growth of this industry in that section, I note that when I came here four years ago there were but 28 Americans—men, women, and children; there are now in the colony 90 Americans. * * * In 1893, the number of coffee trees, but few in bearing, was reported to be less than 50,000; at this time the number exceeds 7,000,000. With a good season, it is estimated that the crop next year will, owing to the young trees coming into bearing, reach the amount of 4,000,000 pounds. The American capital represented about Matagalpa in 1893 did not exceed \$50,000 (United States currency). At the present time, the investments in coffee culture of American companies aggregate \$405,000, and individual investments \$155,000, making a total of \$560,000 (gold)."

According to data furnished by the Bureau of Statistics of the Treasury Department of the United States, the exports of coffee from Central America to this country were, in 1897, as follows:

From Costa Rica.....	\$3,439,374
From Guatemala.....	1,862,589
From Honduras.....	847,230
From Nicaragua.....	1,262,701
From Salvador.....	*1,112,534

All these amounts are in United States gold.

The cacao of Central America is deservedly renowned, and

that of Guatemala is the best in the world, but nearly all of it is consumed in the country; hence, it does not constitute an important article of exportation. Cattle raising is one of the great industries of Central America, and of all the five States, Honduras is probably the one which combines the greatest advantages for this occupation, although Guatemala and Nicaragua also offer them on a large scale. The Central American tobacco is as good as that of Mexico, and Salvadorean cigars enjoy a great and well-merited reputation. The plantain, or banana, is one of the most important products of Central America. It is one of the most easily cultivated plants and yields the largest returns with the slightest efforts. The export of this article from various points of the Central American coast on the Atlantic, has largely increased and is growing year by year. The whole crop is shipped to the United States, and there are steamship lines devoted almost exclusively to this trade.

Central America is one of the sections of the New World richest in minerals; gold, silver, iron, copper, lead, quicksilver, coal, etc., are found almost everywhere. The exploitation of gold mines constitutes a great industry, many foreign companies being engaged therein. Honduras is perhaps the Central American country which contains the largest number of mines, and its mineral wealth is incalculable; but Guatemala, Nicaragua, and Costa Rica also occupy a very prominent place by reason of their deposits of gold and other metals. The working of these deposits has not yet reached a full state of development, and everything seems to indicate that what is known up to the present time of the great metalliferous wealth of Central America will appear as very meager when what is still to be disclosed shall have been laid bare. To detail one by one the products of the privileged soil of Central America would be an onerous task, but what is recorded above demonstrates how rich is that land which inhabited to-day by scarcely more than 3,000,000 of people, although it could amply accommodate 30,000,000, yields, in proportion to its population, as much as the most productive countries of the globe.

The trade of the United States with the Central American countries has largely increased of late years. According to data

furnished by the Bureau of Statistics of the Treasury Department of the United States, the exports of the latter country to Central America during the fiscal year 1896-97 were as follows:

To Costa Rica.....	\$1,292,709
To Guatemala.....	2,992,118
To Honduras.....	669,682
To Nicaragua.....	1,038,664
To Salvador.....	1,596,861

The imports into the United States from those countries during the same period were as follows:

From Costa Rica.....	\$3,439,374
From Guatemala.....	1,862,589
From Honduras.....	847,230
From Nicaragua.....	1,262,701
From Salvador.....	1,112,534

Central America offers a vast field for the enterprising spirit of the American people. Its ports are in constant communication with those of the United States on the Atlantic and on the Pacific. The principal lines of navigation between this country and the Central American States are the Pacific Mail Steamship Company, whose steamers leave San Francisco, Cal., and touch at all the Pacific ports of Central America; the Atlas Line, whose steamers run to Limón, in Costa Rica, Puerto Barrios, in Guatemala, and to San Juan del Norte, in Nicaragua; the Panama Railroad Steamship Line, which makes regular trips between New York and Colón, in Colombia, and the vessels of which connect with those of the Pacific Mail plying between Panamá and Central American ports; the New York and Central American Steamship Company, plying between New York and Puerto Barrios; the New Orleans, Belize Royal Mail and Central American Steamship Company (Limited), running between New Orleans and Puerto Barrios; the Royal Mail Steamship Company, whose vessels run weekly from New Orleans to Puerto Cortéz, besides other lines.

Owing to its proximity to the United States, Central America must naturally, daily, more closely bind its commercial relations with this country, since the articles which the five States consume, being produced here as well or better than in Europe, there seems to exist no reason whatever for their seeking them on the farther

side of the Atlantic. If, up to this time, the trade of those countries with the United States has not assumed the importance which ought to characterize it, and will distinguish it at no very future day, this is due, in great part, to the fact that in some points of Central America the value of the industries of the United States is not well appreciated. The manufacturers of this country have, perhaps, not exerted themselves sufficiently in making known their products to the Central American merchants, and it is not strange, therefore, that the latter, accustomed for many years to trade with Europe, still continue to do so on a considerable scale, notwithstanding the distance separating Central America from the markets of the Old World.

When a commercial current has once been established, to deviate it is a difficult task; and this can only be accomplished through great and constant efforts, which shall make patent to consumers the advantages which a new market offers over the old one. Moreover, trade being a question of interest and not of sentiment, reciprocity is indispensable to its development, for every country always seeks to supply its needs from that which in turn takes its products in exchange. The day when the Central American merchants shall become convinced that the articles they export can be sold more advantageously in the United States than in Europe, and that they can purchase in this country, at the same price and under like conditions, commodities as good as or even better than those they buy in France, England, and Germany, for example, all the Central American trade will be carried on with this country, for the reason that the distance which separates the Central American ports from the great industrial centers of Europe would render impossible the competition of the latter.

From New York to the port of Limón, in Costa Rica, is 2,025 miles, and from New Orleans to the same point only 1,340. From San Francisco to Puntarenas, Costa Rica, is 2,793 miles; and this being the most southern Central American Republic, it is apparent that its ports are somewhat more distant from the United States than those of Guatemala, Salvador, Honduras, and Nicaragua. Nevertheless, compare these distances with those lying between the Atlantic coast of Central America and the ports of England, France, and Germany, and the advantageous position of the United States with respect to the Central Amer-

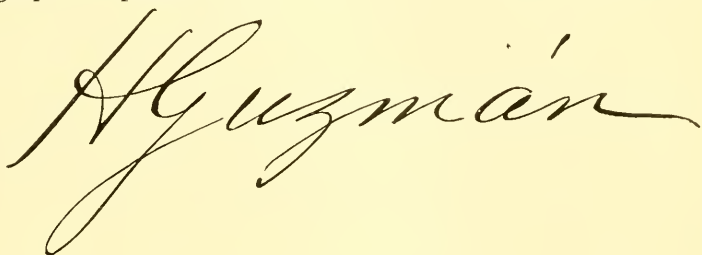
ican trade will be noticeable at once. The establishment of a permanent exhibition of American manufactures in Central America, like that which has been opened at the capital of Venezuela, would notably contribute to the object in view. The sending of competent commercial travelers, acquainted with the country, its tastes, and language, who would demonstrate to the Central American people in a practical manner that the United States can furnish them all the articles now provided by Europe, would also be of great utility.

But there is one point which can not be too strongly dwelt upon, and that is the matter of credits, which are the basis of the trade between the Latin-American and the European nations. Until the merchants of Central America obtain in the United States the same terms granted them in Europe for making payments the desired object will not be accomplished. And it were well that this should always be borne in mind, for it is the starting point of the whole question. It is evident that, despite the obstacles it has encountered, the development of trade between the United States and Central America is daily becoming more noticeable; but if United States markets were better known there; if the banking facilities were greater; if the United States manufacturers would exert themselves to cater to the special taste of the people, offering them the articles to which they are accustomed; and, above all, if they would sell at the prices that Europe offers them and under identical conditions, the time when the merchants of the United States will control the trade from Guatemala to Costa Rica without encountering competition worthy of consideration will not be long in coming.

Central America has always awakened great sympathy among the people of the United States, and prominent statesmen, writers, and economists of this country have devoted special attention to it. The great Republic can not be indifferent to the development of nations to which it is bound by historical traditions as well as political and commercial interests, a land for which, as we have said above, the future holds so brilliant a promise. That portion of the American continent which serves as a bond of union for the two great sections of the North and of the South has attracted to it the eyes of the world, and referring to it a distinguished American

traveller, E. G. SQUIER, more than forty years ago wrote these lines, which reveal his penetrating mind:

"The natural relations of Central America, as indicated by the physical facts already pointed out, are clearly with the Pacific and the States which now exist or may spring into existence upon that coast. To California and the greater part of Mexico, as also to some of the States of South America, it must come sooner or later to sustain a position corresponding with that which the West Indies have held toward the United States and Europe, with the important addition of being an established route of travel, and perhaps ultimately of commerce between the Eastern and Western Hemispheres. Its destiny is plainly written in the outlines of its coast, and it is printed on its surface not less than demonstrated by its geographical position."

A handwritten signature in dark ink, reading "H. Guzmán". The signature is fluid and cursive, with a long horizontal stroke at the end. Below the signature is a short horizontal line.

ARGENTINA—PERU.

OPPORTUNITIES FOR TRADE BETWEEN THE TWO REPUBLICS.

Señor GUESALGA, Minister of the Argentine Republic to Peru, has recently written an extended article on the subject of commerce between his country and Peru, setting forth the great possibilities and opportunities which exist for the development of a large intertrade. He makes the remarkable statement that at present there is not one dollar's worth of commerce between Peru and the Argentine Republic. Peru produces and manufactures petroleum and salt on a large scale. It also produces wines, etc. In consequence of the increase of the import duty imposed on various Argentine products by the present United States tariff, and a corresponding advance in the Argentine tariff on petroleum from the United States, Señor GUESALGA argues that this is a pro-

pitious time for the introduction of the Peruvian article into his country.

According to statistics, the importation of petroleum into the Argentine Republic figures for about \$905,000 (gold) annually. The production of salt in Peru, which is a Government monopoly, is also of great importance. The Argentine Republic imports from Europe, annually, salt to the amount of \$400,000, gold. Spain alone imported into the Republic in 1895, 635,235 hectoliters, valued at \$380,000, gold.

There are two lines of steamers plying regularly between Callao and Buenos Ayres—the “Kosmos” (German) and the Pacific Steam Navigation Company (British), whose rates of freight are relatively low.

Señor GUESALGA advocates, in his article, a commercial treaty between the two countries, under which Argentine wheat and flour might be admitted into Peru free of duty, with a reciprocal clause applicable to Peruvian petroleum and salt.

Peru imports wheat from Chile, New Zealand, and California, the consumption amounting annually to about 70,000,000 kilograms. The Argentine live stock, jerked meat, etc., could also go to Peru.

The present production of petroleum in Peru is approximately 500,000 barrels, of 160 liters (42 gallons) each, annually, drawn from forty-four wells.

The exportation of salt is very considerable. For the first nine months of 1896 it was—

	Tons.
Colombia	15, 000
Chile	55, 000
Ecuador	13, 800
Total	83, 800
Domestic consumption.....	78, 145
Industrial consumption	7, 000
Total	168, 945

The production of wheat in the Argentine Republic for the five years ending 1895 is given below:

	Tons.
1891	395, 555
1892	470, 110
1893	1, 108, 137
1894	1, 608, 249
1895	1, 010, 269

BRAZIL.

RAILWAY MILEAGE AND CONSTRUCTION.*

The Department of State has received from Mr. FRANK D. HILL, United States Consul at Santos, under date of 20th December, 1897, a general report on the railways of Brazil, their mileage, gauge, equipment, etc. The following facts, taken from the report, are published as being of general interest.

The railways open to traffic and under construction on December 31, 1896, were :

Railways.	Open to traffic.		In course of construction.	
	<i>Kilometers.</i>	<i>Miles.</i>	<i>Kilometers.</i>	<i>Miles.</i>
Federal Government lines.....	3, 190	1, 982	.....	.....
Subventioned lines (subject to Government inspection).....	3, 912	2, 430	5, 953	3, 699
Lines not subventioned.....	1, 593	990	619	384
Lines operated by the State.....	5, 246	3, 260	1, 416	880
Total	13, 941	8, 662	7, 983	4, 963

Of the first class, or railways belonging to the Federal Government, the total extension of 3,190 kilometers (1,982 miles) represents an effective capital of 324,733,121 milreis (\$45,462,637), divided as follows:

Lines.	Mileage open to traffic.		Capital.	
	<i>Kilometers.</i>	<i>Miles.</i>	<i>Milreis.</i>	
Central of Brazil	1, 217	756	178, 978, 486	\$25, 056, 988
Sobral	215	134	9, 323, 328	1, 306, 526
Baturité.....	267	166	14, 387, 941	2, 014, 876
São Francisco	451	280	20, 410, 045	2, 857, 406
Central of Pernambuco.....	179	112	32, 520, 352	4, 692, 285
Paulo Affonso.....	116	72	6, 821, 449	955, 003
Porto Alegre to Uruguay.....	458	285	27, 432, 449	3, 840, 543
Rio de Oro.....	87	54	2, 465, 020	345, 103
Unaccounted for by the consul....	200	124	31, 385, 051	4, 393, 907
Total	3, 190	1, 982	324, 733, 121	45, 462, 637

The railways subventioned by Federal Government are: Barão de Araruama, Caxias a Cajazérias, do Conde d'Eu, de Minas e Rio, Mogyana, Norte do Brazil, do Norte, Ouro Preto a Peçanha, Peçanha, ao Araxá, Petrolina ao

* In this report, the paper milreis is valued at 14 cents in United States currency. The kilometer is equivalent to 0.6214 mile.

Piauí, Cruzeiro a Santo Cruz, Rio Grande a Bagé, Cachoeiro de Itaperim, de Santos a Jundiá, Sorocobana e Ituana, Taubaté ao Amparo, do Tijuca, Victoria a Peganha.

Estrada de Alcabaga á Praia Rainha (Alcabaga-Praia Rainha Railroad).—Total extension, 184 kilometers (114 miles); enjoys a 6 per cent guaranty on a maximum of 30,000 milreis (\$4,200) per kilometer.

Estrada de Ferro Caxias ao Araguaia (Caxias-Araguay Railroad).—Length, 183 kilometers (113 miles); projected mileage, 567 kilometers (352 miles); total, 750 kilometers (466 miles); same guaranty as the previous line.

Estrada de Ferro Caxias São Jure de Cayazeiras (Caxias-São Jure Cayazeiras Railroad).—Open to traffic, 78 kilometers (48 miles); same guaranty as the two preceding lines.

Estrada de Ferro Petralina ao Piauí (Petralina Piauí Railroad).—Length, 102 kilometers (63 miles); projected extension, 898 kilometers (558 miles); guaranty similar to preceding lines.

Estrada de Ferro Natal a Nova Cruz (Natal-Nova Cruz Railroad).—Open to traffic, 121 kilometers (75 miles); guaranty, 7 per cent on a capital of 5,496,053 milreis (\$769,447).

Estrada de Ferro Conde d'Eu (Conde d'Eu Railroad).—Open to traffic, 141 kilometers (88 miles); enjoys a guaranty of 74 per cent on a capital of 6,000,000 milreis, gold (\$3,270,000), and 6 per cent on £69,273 (\$337,083).

Estrada de Ferro Nazareth ao Crato (Nazareth-Crato Railroad).—Length, with studies approved, 120 kilometers (74 miles); extension studied (branch Bom Jardim), 69 kilometers (42 miles); to be studied (approximate), 461 kilometers (287 miles); total, 650 kilometers (404 miles); guaranty, 6 per cent on a capital of 30,000 milreis (\$4,200) per kilometer.

Estrada de Ferro Recife ao Limoeiro (Recife-Limoeira Railroad).—Open to traffic, 83 kilometers (52 miles); from Carpina to Nazareth, 13 kilometers (8 miles); from Nazareth to Timbanba, 45 kilometers (28 miles); total, 141 kilometers (88 miles).

Estrada de Ferro Recife ao São Francisco (Recife-São Francisco Railroad).—Open to traffic, 125 kilometers (78 miles); enjoys a guaranty of 7 per cent on a capital of 7,111,111 milreis (\$995,555), and 5 per cent on a capital of 4,316,978 milreis (\$604,377).

Estrada de Ferro Ribeirão ao Bointo (Ribeirão-Bointo Railroad).—Open to traffic, 26 kilometers (16 miles); extension under construction, with studies approved, 35 kilometers (22 miles); total, 61 kilometers (38 miles); enjoys a guaranty of 6 per cent on a capital of 30,000 milreis (\$4,200) per kilometer.

Estrada de Ferro Tamandaré a Barra (Tamandaré-Barra Railroad).—Extension, with studies approved, 136 kilometers (85 miles), from Tamandaré a Barra de Jangada; from Barra Velha to Palmares, 33 kilometers (20½ miles); to be studied, 112 kilometers (70 miles).

Estrada de Ferro Central de Alagoas (Central Alagoas Railroad).—Open to traffic, 88 kilometers (55 miles), principal line, and Assembléa branch, 62 kilometers (39 miles); enjoys a guaranty of 7 per cent on a capital of 4,553,000 milreis gold (\$2,385,938), and 6 per cent on 1,860,000 milreis paper (\$260,400).

Estrada de Ferro Central Alagoana (Central Alagoana Railroad).—Open to traffic, with studies approved, 194 kilometers (121 miles); to be studied, 401 kilometers (249 miles); total, 595 kilometers (370 miles); enjoys a guaranty of 6 per cent on a capital of 30,000 milreis (\$4,200) per kilometer.

Estrada de Ferro Aracáju a Simão Dias (Aracáju-Simão Dias Railroad).—Extension, under construction, 86 kilometers (53 miles); studied, or under study, 108 kilometers (67.1 miles); total, 194 kilometers (120 miles); enjoys a guaranty of 6 per cent on a capital of 30,000 milreis (\$4,200) per kilometer.

Estrada de Ferro Bahia a Alagoinhas (Bahia-Alagoinhas Railroad).—Open to traffic, 123 kilometers (76 miles); enjoys a guaranty of 6 per cent on a capital of 30,000 milreis (\$4,200) per kilometer. Timbo branch: Open to traffic, 83 kilometers (52 miles); enjoys a guaranty of 6 per cent on a capital of 2,650,000 milreis gold (\$1,446,900).

Estrada do Ferro Central do Bahia (Bahia Central Railroad).—Open to traffic, 312 kilometers (194 miles); studied, 300 kilometers (186 miles); total, 613 kilometers (380 miles); enjoys a guaranty of 7 per cent on a capital of 13,000 milreis gold (\$7,098) per kilometer on the line open to traffic, and 6 per cent paper on the line studied, up to 30,000 milreis (\$4,200) per kilometer.

Tram Road, Nazareth.—Open to traffic, state concession, 34 kilometers (21 miles); federal concession, 65 kilometers (40 miles); total, 99 kilometers (61 miles).

Estrada de Ferro Victoria a Peçanha (Victoria-Peçanha Railroad).—Length, under construction, 84 kilometers (52 miles); with studies, approved, 423 kilometers (263 miles); total, 507 kilometers (315 miles). Enjoys a guaranty of 6 per cent on a capital of 30,000 milreis (\$4,200) per kilometer.

Estrada de Ferro São Eduardo ao Cachoeira do Itapemirim (São Eduardo-Cachoeira do Itapemirim Railroad).—Open to traffic, 39 kilometers (24 miles); under construction, 51 kilometers (32 miles); total, 90 kilometers (56 miles).

Estrada de Ferro do Carangola (Carangola Railroad).—Open to traffic, 224 kilometers (139 miles). Enjoys a guaranty of 7 per cent on a capital of 6,000,000 milreis, 3,700,000 thereof being gold (\$2,342,000).

Estrada de Ferro Barão de Araruama (Barão de Araruama Railroad).—Length, 46 kilometers (29 miles); under construction, 6 kilometers (3.7 miles); total, 52 kilometers (32 miles); enjoys a guaranty of 30,000 milreis (\$4,200) per kilometer.

Estrada de Ferro Central de Macahé (Makahé Central Railroad).—Open to traffic, 43 kilometers (27 miles); under construction, 15 kilometers (9 miles); total, 57 kilometers (36 miles); enjoys a guaranty of 6 per cent on a capital of 30,000 milreis (\$4,200) per kilometer.

Estrado de Ferro do Norte (Northern Railway).—Open to traffic, 45 kilometers (28 miles); to be studied, 75 kilometers (47 miles); total, 120 kilometers (75 miles); does not enjoy a guaranty.

Estrado de Ferro São Francisco Xavier ao Commercio (São Francisco Xavier-Commercio Railroad).—Open to traffic, 16 kilometers (10 miles). Sapapemba branch, 3 kilometers (1.9 miles); under construction, 49 kilometers (30 miles); total, 68 kilometers (41.9 miles); no guaranty. The gauge is 1 meter (39 inches).

Estrada de Ferro Leopoldina (Leopoldina Railroad).—Open to traffic, 381 kilometers (248 miles); no guaranty.

Estrada de Ferro Peçanha ao Aroxá (Peçanha-Aroxá Railroad).—Length, with studies approved, 887 kilometers (551 miles); guaranty, 6 per cent on 30,000 milreis (\$4,200) per kilometer.

Estrada de Ferro Barra Mause a Catalão (Barra Mause-Catalão Railway).—Length, 122 kilometers (76 miles); under construction, 528 kilometers (328 miles); under study, 791 kilometers (492 miles); guaranty, 6 per cent on 30,000 milreis (\$4,200) per kilometer.

Estrada de Ferro Minas e Rio (Minas and Rio Railroad).—Open to traffic, 170 kilometers (106 miles); guaranty, 7 per cent on a capital of 15,495,253 milreis (\$2,169,335).

Estrada de Ferro Muzambinho (Muzambinho Railroad).—Open to traffic, 57 kilometers (31½ miles); no guaranty; concessionaire, a Companhia Estrada de Ferro Muzambinho (Muzambinho Railway Company); the Campanha branch of this line has 86 kilometers (53½ miles) open to traffic, on which there is a guaranty of 4 per cent; capital, 2,509,500 milreis (\$351,330).

Estrada de Ferro Santos a Jundiáhy (Santos-Jundiáhy Railroad).—Open to traffic, 139 kilometers (86 miles); renounced its guaranty in 1889. The detailed account of receipts and expenditures were for first six months of 1896:

Receipts.

From—	Amount.	
	<i>Milreis.</i>	
Passengers.....	1, 220, 452	\$170, 863
Baggage and express	283, 165	39, 642
Animals on passenger trains.....	19, 243	2, 694
Animals on freight trains.....	6, 284	879
Merchandise	5, 920, 016	828, 802
Telegraph.....	37, 284	5, 317
Storage and fines	27, 802	3, 893
Sundries.....	140, 968	19, 736
Difference in exchange.....	174, 569	24, 440
Total	7, 830, 477	1, 096, 267

Expenditures.

For—	Amount.	
	<i>Milreis.</i>	
Superintendence.....	48, 322	\$6, 768
Taxes	31, 031	4, 344
Accounting head office.....	32, 852	4, 599
Traffic	1, 402, 760	196, 386
Traction	1, 490, 072	208, 611
Rolling stock	401, 101	56, 154
Telegraph	87, 748	12, 285
Repairs on line.....	695, 249	97, 335
Central bureau of accounts	21, 162	2, 962
Sundries.....	115, 996	16, 240
Total	4, 326, 313	605, 684

Receipts and expenditures for second six months of 1896 are detailed as follows:

Receipts.

From—	Amount.	
	<i>Milreis.</i>	
Passengers	1, 363, 292	\$190, 861
Baggage and express	320, 519	44, 873
Animals on passenger trains	17, 991	2, 519
Animals on freight trains	4, 978	697
Merchandise	10, 402, 344	1, 456, 469
Telegraph	39, 913	5, 587
Storage and fines	34, 072	4, 770
Sundries	79, 426	11, 119
Total	12, 262, 535	1, 716, 895

Expenditures.

For—	Amount.	
	<i>Milreis.</i>	
Superintendence	50, 188	\$7, 026
Office expenses	40, 235	5, 633
Taxes	33, 815	4, 734
Traffic	1, 735, 928	243, 130
Traction	1, 702, 067	238, 289
Rolling stock	424, 105	59, 375
Telegraph	93, 903	13, 147
Repairs on line	1, 129, 493	158, 129
Central bureau of accounts	22, 173	3, 104
Sundries	69, 566	9, 739
Difference in exchange	345, 927	48, 302
Total	5, 647, 700	790, 608

Estrada de Ferro Mogyana (Mogyana Railroad).—This is the other great coffee-carrying road of the State of São Paulo. Open to traffic, 194 kilometers (121 miles); Caldas branch, 77 kilometers (48 miles); guaranty, 6 per cent on a capital of 4,300,000 milreis, gold, (\$2,347,800), and 1,853,885 milreis, paper, (\$259,540). Details of receipts and expenditures in 1896 were as follows:

Receipts.

From—	Amount.	
	<i>Milreis.</i>	
Passengers	616, 274	\$86, 279
Baggage and express	114, 967	16, 095
Animals on passenger trains	19, 435	2, 721
Telegraph	19, 401	2, 716
Merchandise	1, 286, 573	180, 121
Animals on freight trains	7, 960	1, 114
Storage	6, 258	876
Imposts	14, 258	1, 196
Sundries	13, 229	1, 852
Total	2, 098, 355	293, 770

Expenditures.

For—	Amount.	
	<i>Milreis.</i>	
Central office.....	43, 746	\$6, 124
Traffic.....	226, 262	31, 677
Traction.....	810, 628	113, 487
Telegraph.....	44, 225	6, 192
Permanent way.....	586, 294	82, 081
Sundries.....	12, 161	1, 703
Total.....	1, 723, 316	241, 264

Estrada de Ferro Sarocahana (Sarocahana Railroad).—Open to traffic, main line, 113 kilometers (70 miles); Itararé branch, 43 kilometers (27 miles); guaranty, 6 per cent on a capital of 30,000 milreis (\$4,200) per kilometer on the line from Botucatú to Tibagy and the Itararé branch; the prolongation to Santos enjoys no guaranty.

Estrada de Ferro Uheraho ao Coxim (Uheraha-Coxim Railroad).—Length, with studies approved, 103 kilometers (64 miles); to be studied, 897 kilometers (556 miles); total, 1,000 kilometers (620 miles); guaranty, 6 per cent on 30,000 milreis (\$4,200) per kilometer.

Estrada de Catalão a Palmas (Catalão-Palmas Railroad).—Length, approximate, 800 kilometers (497 miles); studies approved, 100 kilometers (62 miles); to be studied, 700 kilometers (445 miles); guaranty, 6 per cent on 30,000 milreis (\$4,200) per kilometer.

Estrada de Ferro do Paraná (Paraná Railway).—Open to traffic (Paranguá to Curitiba), 111 kilometers (69 miles); prolongation and branches, 306 kilometers (189 miles); total, 417 kilometers (258 miles). This is a prosperous road, there having been large annual profits since 1891.

Estrada de Ferro Santa Maria a Cruz Alta (Santa Maria-Cruz Alta Railroad).—Open to traffic, 161 kilometers (100 miles); guaranty, 5 per cent on a capital of 4,828,035 milreis (\$675,925); receipts, 383,378 milreis (\$53,673); expenditures, 366,274 milreis (\$51,278); profits, 17,104 milreis (\$2,395).

Estrada de Ferro Santa Maria ao Uruguay (Santa Maria-Uruguay Railroad).—Part under construction, Cruz Alta ao Uruguay (Cruz Alta to Uruguay), 381 kilometers (237 miles); Ijuhy branch, 293 kilometers (182 miles); guaranty, 6 per cent on 30,000 milreis (\$4,200) per kilometer.

Estrada de Ferro Quarahim a Itaquí (Quarahim-Itaquí Railroad).—Open to traffic, 176 kilometers (110 miles); guaranty, 6 per cent on capital of 6,000,000 milreis (\$840,000).

Estrada de Ferro Rio Grande a Bagé (Rio Grande-Bagé Railroad).—Open to traffic, 283 kilometers (176 miles); guaranty, 7 per cent on capital of 13,521,453 milreis (\$1,893,003).

Estrada de Ferro São Paulo-Rio Grande (São Paulo-Rio Grande Railroad).—Length, with studies approved, 1,092 kilometers (678½ miles); to be studied, 775 kilometers (482 miles); total, 1,867 kilometers (1,160½ miles); guaranty, 6 per cent on 30,000 milreis (\$4,200) per kilometer.

Estrada de Ferro Minas de São Jeronymo (São Jeronymo Mines Railroad).—Under construction, 40 kilometers (25 miles); studies approved, 149 kilometers (92½ miles); studied, 375 kilometers (233 miles); total, 564 kilometers (350½ miles).

Estrado de Ferro Pelotas ao Colonias São Laurenço (Pelotas-São Lourenço Colonies Railroad).—Extension, with studies approved, 154 kilometers (96 miles); guaranty, 6 per cent on 30,000 milreis (\$4,200) per kilometer.

THE POTTERY INDUSTRY.

For a great many years it has been known that the argilliferous earth of the State of São Paulo affords a clay rich in possibilities for developing the pottery industry on a very extended scale. Many efforts in this direction have been made, but as a rule they have met with limited success; the failure, or partial failure, of these undertakings is attributable mainly to the lack of skilled workmen and managers. The attempts made in the direction of making bricks for paving, houses, etc., have met with better results, and to-day there may be seen near the suburbs of São Paulo and elsewhere in the country numerous brickkilns conducted on a small scale, these establishments being devoted to brickmaking, the manufacture of tiles, and glazed paving stones. Fine pottery has not been attempted as yet. It is thought, however, that with proper mechanical appliances and skilled labor this industry might be developed very profitably.

The "Moniteur Official du Commerce," of Paris, says:

Owing to the backward condition of this manufacture, the State Government, while desiring to encourage the national industry, has found it necessary to import lead pipe to be used in the sewers and the waterworks, although earthenware piping, were it available, would be at least 50 per cent cheaper, and from a hygienic point of view, much more desirable.

So long as home production of glazed stone pipe, tiles, and brick remains in its undeveloped state the market is quite important. The official report on this subject figures it to be 150 tons of glazed stone pipe per annum, besides a large variety of articles of similar manufacture. In addition, about 2,000,000,000 bricks for paving purposes and 200,000 tiles, representing in the aggregate 7,000 tons, are required annually.

STATISTICS OF CENTRAL AMERICA.

In the February BULLETIN, page 1310, the following words appear: "Of the Central American States, Nicaragua is the only one whose statistics are precise and authentic." This sentence, as it was printed, appeared to be a statement of the Bureau, but was, in reality, a quotation from a newspaper, which was inadvertently inserted in an article on the production of gold in the several Republics of the American Continent. The error is regretted, inasmuch as it reflects upon the statistical offices of the other Central American Republics, which have shown great industry and care in the collection of such data. The Bureau appreciates the fact that care should be exercised in avoiding such reflections, or the appearance, even, of preference for any particular country of the International Union.

COSTA RICA.

REFORM OF THE MONETARY SYSTEM.

[Extracts from various official documents.]

In the memorial presented to the Constitutional Congress of Costa Rica by Señor Don RICARDO MONTEALEGRE, Secretary of Finance and Commerce, on June 17, 1895, in an extensive review of the financial situation in the country, are set forth the causes that brought about the difficulties which beset the Public Treasury in 1882, assigning among these the perplexities and injuries flowing from the loans of 1871 and 1872, and the Republic's deprivation for ten consecutive years of the aid of a great part of the public revenues which was appropriated to the construction of the Atlantic Railroad. The document explains how, under the circumstances, the Government, desiring to guarantee the redemption of the national notes then in circulation, which caused the withdrawal of gold coin which in Costa Rica had always been the ordinary circulating medium, concluded a contract with the Banco de la Unión, on the 21st of October, 1884, through which sole fiduciary circulation, or the exclusive issue of the bank's notes, was established. The document further shows that the effect of this transaction—increasing credit without guaranteeing it—was to cause the final outflow of gold.

Pursuant to the contract the issue of the bank's bills in 1891 reached \$3,257,400, and, naturally, in the same proportion as this issue increased the rate of international exchange advanced; and, as was the case with gold (of which the amount in circulation in 1880 had reached \$2,500,000, and had all disappeared), silver began an outward movement.

Subsequently came the great fall of silver in foreign markets, and with it the normal rate of exchange disappeared. In Costa Rica, where in the years antedating 1882 the rate had never exceeded 19 per cent limit of the difference between the value of the national and foreign gold, and frequently reached the minimum of 5 per cent, it kept going up at an alarming pace. In 1891 it rose in the short space of two and one-half months from 64 to 115 per cent; during the succeeding fifteen days it went down to 84 per cent only to rise again in a like period to 100 per cent, and to fluctuate three months later between 89 and 116 per cent. In January, 1892, it was 96 per cent; in July of the same year, 110 per cent, and thirty days later, 156 per cent.

In view of the violent fluctuations, which have been the cause of losses to commerce and of instability in all the business of the country, the Government, deeply interested in everything which in one way or another will prevent or deter the greatest development in the production of the country, after carefully studying the causes that may influence the same, has more especially directed its attention to the nature of the circulating medium, since money, as the representative of capital, jointly with property and labor, makes up the generative and permanent elements of wealth.

Since 1894, the first year of the present administration, Don RAFAEL YGLESIAS, President of the Republic, in his message upon assuming possession of his high charge, made a conclusive declaration of his ideas in this respect, stating his purpose to proceed to the establishing of a metallic money having conditions superior to the existing currency. To this end this reform, being a part of a general plan tending to the betterment of the national economy and public administration, has been gradually maturing since that year. With this object in view, together with other provisions of far-reaching importance related to the new arrangement of the foreign debt,* satisfactorily terminated—to the alien-

* Published in the MONTHLY BULLETIN for May, 1897.

ation of public lands; to the abolition of the rum, tobacco, and other monopolies—the reduction of the internal debt was undertaken; and it is worthy of note that this operation was carried into effect with an expenditure of \$2,000,000, approximately, an amount taken by the Government from its revenues without prejudice to the good administrative service, and maintaining the flourishing state of public instruction; without limiting the construction of roads and other important works, and without in any wise using the public credit, or having recourse to the establishment of new, or the increasing of existing, duties.

As an illustration of the present condition of the national finances it would not be out of place to record here, furthermore, that, notwithstanding in Costa Rica the public charges are lower than in any of the other neighboring countries, the ordinary receipts of the National Treasury in the fiscal year 1896–97 amounted to \$7,435,610.78, silver, exceeding those of the previous year by \$851,102.02, and exceeding the estimates by \$538,226.14. The total expenditures amounted to \$6,697,326.51, leaving a surplus of \$738,284.27, which, added to that of the previous year and to other existing balances, makes \$1,270,000, the amount to the credit of the Department of Finance on March 31 of last year. The internal public debt on that date was reduced to \$1,116,784.18, the national notes were withdrawn, and the debt existing for many years in favor of the Banco de Costa Rica, formerly Banco de la Unión, was finally canceled.

On the other hand, the trade movement of the Republic is satisfactory. According to a report of the National Bureau of Statistics, the value in gold of the exports for the years from 1883 to 1893, which value is calculated at the respective rates of exchange, was \$62,751,676, and that of the imports was \$56,185,769, leaving a surplus of \$6,565,907, in American gold, in favor of that enterprising country. The statistics for the succeeding years are as follows:

Year.	Imports, in American gold.	Exports, in American gold.
1894	\$4, 113, 223. 66	\$5, 033, 113. 14
1895	3, 851, 460. 34	5, 188, 401. 78
1896	4, 748, 812. 62	5, 597, 727. 01
Total	12, 713, 496. 62	15, 819, 241. 93

This shows that the exports during the last three years have exceeded the imports by \$3,105,745.31, figures which show not only that the balance of trade is decidedly in favor of Costa Rica, but also the stable and progressive development of the production of the country, and at the same time that there exists a commendable prudence in the transaction of business.

Coffee is the principal article of export, without, however, overlooking the encouragement of other branches of trade, and it is a well-known fact that Costa Rican coffee is sought as among the best in the world, as may be seen in the commercial reviews of the principal markets of the bean. For example, the prominent house of Messrs. CHALMERS, GUTHRIE & Co., of London, with offices established in Guatemala and Bogotá, has during the last four months quoted "fair and fine" coffee at the following prices per hundredweight:

Origin.	Nov. 30, 1897.			Dec. 14, 1897.			Jan. 11, 1898.				Feb. 8, 1898.		
	s.	s.	d.	s.	s.	d.	s.	d.	s.	d.	s.	s.	d.
Costa Rica	83	to 108	0	82	to 105	0	84	0	to 106	0	88	to 114	6
Guatemala	79	to 100	0	79	to 100	0	79	0	to 100	0	81	to 102	0
Colombia and Venezuela . .	70	to 102	6	70	to 102	6	73	6	to 102	6	73	to 102	6

The price of the inferior classes of Costa Rican coffee has not reached a lower figure than from 50s. to 76s. 6d. per hundredweight, while the cost of production during the last year has been, approximately, 40s. in silver, enjoying also special facilities of land and sea communication and corresponding cheapness in freight rates.

The cultivation of coffee has increased in proportion to the natural development of the country, and there is a large number of new plantations which will soon be producing. The export of bananas and other fruits is increasing considerably, and that of lumber was much larger during the last year than formerly. The mining industry, moreover, is now being greatly developed.

In the next report, presented to Congress on June 15, 1896, the same official develops the plan adopted by the Government for the revision of the monetary system and upholds the principles upon which it is based, resting on the considerations following: The character of the circulating medium has a decisive influence on the financial movement in general. Money, as the representative

medium of value, forces itself into all transactions and at the same time constitutes the most stable guaranty of capital and labor. This function, the most important that it discharges, requires that it should have a fixed value, which shall protect it from a possible depreciation and permit it to assume a permanent part in international operations necessary for the well-being and advancement of the country. It is not, therefore, possible to assume stability in individual capital or solidity in public wealth when this most important agent which governs them loses some of the characteristics attributable to it by the well-understood reason for its creation. If money is to have a fixed value, it is necessary that this should grow out of its own character, so that it may develop its purchasing power, since any depreciation in it has a reflex action over whatever is subordinated thereto, and if this depreciation is exposed to constant fluctuations, the normal condition of business disappears and all branches of it are deeply affected by the violent disturbances which succeed each other. This is an inconvenience under which silver money now suffers; while gold money, on the contrary, maintains itself as the basis of the monetary system of the most important commercial nations, and which those nations lacking it endeavor to adopt, for the reason that it is nowadays the only medium of exchange having a fixed value.

It happened that coincidently with the plan of reform before mentioned, it was intended to immediately import large sums of foreign silver coin, and for this reason Congress, by decree of July 3 of the same year, prohibited the coining of national silver money, and declared all foreign coins of the same metal not legal tender in the country, providing at the same time the manner in which silver coins then in circulation should be redeemed.

The Government, then, having resolved to undertake the reform, a new contract was entered into with the Banco de Costa Rica, the principal object of this negotiation being to gradually supersede the bank note by another note having an exclusively national character, issued at par, and guaranteed by an equal amount of gold coin, or rather by gold certificates, by reason of which the bank relinquished the privilege of exclusive issue.

The monetary law* enacted pursuant to this plan establishes

* Published in the MONTHLY BULLETIN of the Bureau for November, 1896, and in a special edition from the same Bureau.

the gold *colon* as the monetary unit and fixes the relation of value between it and the present national silver dollar, estimated with relation to the state of the public treasury, based upon the amount of the circulating medium to the average rate of international exchange for several years, and to the latest average of the value of silver with relation to gold in the same period. In this way (the parity of value between the bank note and the gold certificate being also established by the same fact) all possible disturbances in existing obligations and interests of any kind, and in the present value of all articles, have been avoided.

The issue of certificates, on the other hand, is obligatory, because it would not be possible to maintain gold coin in circulation while the amount of bills issued by the bank is greater, and as in order to retire the latter it is indispensable to supply their absence from circulation, so as to avoid the difficulties which would ensue through the diminution in the circulating medium, the gold certificates would at the same time effectively meet this necessity.

The bank having been authorized to issue bills to the amount of \$5,000,000, and having at present in circulation \$4,000,000, in round numbers, the first issue, according to the contract, is to be reduced in proportion to the amounts of national gold coin struck off, and of the second issue there shall be withdrawn from circulation 90 per cent of the sums of the same coin that the Government may deposit in the bank; and the Government will issue gold certificates payable to bearer to an amount equal to the bank bills withdrawn. These certificates shall be signed jointly by the Secretary of Finance and the director of the bank, and shall be redeemed on presentation in national gold on December 31, 1900, or before, whenever the Government may so provide; provided that the amount of gold coin deposited shall not be less than 2,500,000 *colones*; and meanwhile the bank shall exchange the certificates for silver as though they were its own notes.

The period fixed to carry out this measure terminates in 1902; but the Government has reserved the right to make the coinage in a shorter time in order to accumulate the necessary amount of gold coin in the shortest possible time, and to this end it already has deposited in the bank 1,000,000 *colones* in gold, the value of the first two coinages, and has placed the national mint in better condition to continue this operation without delay.

These are, in short, the principal points of this important reform.

BANKS.

One of the conditions pursuant to which the Banco de Costa Rica has relinquished the privilege of exclusive issue is the following:

That the general law to be enacted for the establishment of free issue shall, among the principal conditions authorizing the same, make the following provisions:

No bank having a capital of less than 1,000,000 *colones* shall be authorized to make issues.

Banks desiring to become banks of issue shall have their capital in national gold coin.

Bills shall be exchanged for national gold.

The issue of bills shall not exceed 65 per cent of the paid-up capital.

As a guarantee fund for the issue a reserve in national gold of not less than 40 per cent of the value of the bills issued is obligatory.

An official examiner shall see to it that prior to the issue all the provisions of the law are complied with, and shall see that the bank acts always within the limits of its authority.

The condition of every bank of issue shall be published monthly.

HONDURAS.

At the opening of the Congress of Honduras, in regular session, President POLICARPO BONILLA delivered the address usual on such occasions. He referred to the fact that, in accordance with the terms of the Treaty of Union, celebrated at Amapala in June, 1895, all matters pertaining to the relations of his country with foreign governments had passed into the control of the Diet of the Greater Republic of Central America. The relations existing between the three States composing the new union are stated to be harmonious and satisfactory, and the patriotic hope is expressed that the current year will see the restoration of the compact embracing the five Republics of Central America under the former federation, known as the Republic of Central America.

MARTINIQUE.

PROHIBITION OF COLORED MARGARINE.

Under date of December 3, 1897, Consul TUCKER advises the Department of State, from Martinique, that much inconvenience has been caused by the continued arrival in that island of colored oleomargarine from the United States, the introduction of which is prohibited by law. In order that shippers may in future avoid trouble and expense, Consul TUCKER draws attention to the following points of the law bearing upon the subject, which must be strictly complied with :

(1) Oleomargarine will be accepted if it does not contain more than 10 per cent of butter.

(2) Oleomargarine must be white, or nearly so—that is, it must not contain a single particle of foreign coloring matter, such as saffron, etc.

(3) The cases must show on their four sides, in plain letters, the word “oleomargarine.” The cans must bear the word stenciled or printed on their surface and have a pasted label showing the exact analysis of the oleomargarine therein contained.

The consul desires to emphasize the fact that invoices should give the composition of the goods according to the following provision of the law :

In the retail trade the margarine or oleomargarine must be delivered in the form of a cube and with a stamp on one of its faces, either “margarine” or “oleomargarine,” and wrapped in an envelope bearing in conspicuous and indelible characters the same designation, as well as the name and address of the dealer.

MEXICO.

INSTRUCTIONS FOR SHIPPING GOODS.

The following general instructions relative to the proper marking and packing of merchandise destined for exportation to Mexico are taken from custom-house regulations. By observing them, much inconvenience and delay will be saved at the ports of entry :

I. The cases of merchandise should bear but one mark and one number. In order to facilitate identification, the name and address of the manufacturer,

marked uniformly upon the original cases, are permitted. Infractions of this regulation are punished by a tax of \$1 for each case bearing marks and number other than those indicated in the consular invoices.

II. The weight, net and gross, also the value of each package, should be specified even in case of an entire cargo of one kind of merchandise. When a package contains different articles, it is necessary to specify the net weight, the legal weight, and the value of each, making clear its classification in the tariff laws.

III. It is important to note the difference between net weight and legal weight, which comprehends the cases, caskets, cardboard or light boxes serving as special wrapping for each article. The tariff indicates distinctly whether the duties are collected on net, legal, or gross weight. The metric system has been in operation since September 1, 1896.

IV. When several boxes, bales, or cases are joined together, so as to form but one package, it is indispensable to specify: (1) the number of packages thus bound together, (2) the weight of each taken separately, (3) the mark, number, and gross weight of the entire package. This rule does not apply to merchandise shipped in loose bundles, such as staves, bars or plates of iron or sheet-iron, which are bound together in a special manner.

V. In shipments of oil and similar products, packed generally in large cases, the number of vessels or demijohns contained in each case must be specified.

VI. In shipments of tissues it is necessary to state the exact length and breadth of each piece; the precise nature of the material, whether woolen, cotton, yarn, silk, etc.; the gross and net weight of each package and of each article it contains. The measurement of napkins, tablecloths, handkerchiefs, towels, etc., should be expressed in square inches. "Rebozos" or their imitations should have the number of threads to each one-half centimeter square indicated, as well as the exact nature of the weave.

VII. In shipments of chemical or pharmaceutical products care should be taken to employ no bottle or vessel whatever, bearing a label other than one indicating the true nature of the contents.

VIII. The classification under the heading "machines" has caused many errors; it is important, then, to understand that all accessories de machines, capable of being applied to other uses, even when imported at the same time as the apparatus of which they form an integral part, are subject to the articles of the tariff, specifying them: Thus, bolts, bars of iron or steel, plates round or octagonal, lubricating oils, leather, tanned or not (for transmission straps, for example), are admitted only in very small quantities in order to benefit by the reduced duty on machines, even when they form a part of the latter shipment.

IX. The greatest care should be taken to indicate the exact number of packages shipped. The slightest error in excess of the number contained in the manifest causes heavy fines, which are never remitted.

X. In shipping faience, porcelain, glass, and crystal ware, care should be taken to specify whether or not the articles are in one piece or mounted in metal gilded or silvered; in the latter case, the duties are much higher.

COAL DEPOSITS.

One of the leading and immediate considerations in the advancement of the industrial interests of Mexico, is the necessity for the development of the coal deposits of the country. This interest, for some reason, has not attracted the attention its possibilities, as well as necessities call for. The following on the subject is taken from a recent number of "The Black Diamond," published in Chicago:

With the development of the manufactures of Mexico and the extension of her railroads there is an increasing demand for coal. The lack of cheap coal is impeding the advance of Mexico to no small degree. It has been one reason why her ores have come to the United States in such quantities to be handled here, and as the tariff upon ores will tend to check this, it will but emphasize still more her demand for coal-working machinery.

According to the statistics of the Mexican Government, Mexico imported coal and coke as follows:

Year.	Coke.	Coal.
1894.....	\$378, 522	\$626, 070
1895.....	287, 075	701, 913
1896.....	492, 167	496, 376

Strange to say, there is at the same time the following exportation of coal to the United States:

Year.	Coal.
1894.....	\$205, 603
1895.....	232, 919
1896.....	270, 176

This represents only the product of the mines of the Mexican International Railroad in the State of Coahuila, which is mainly a local matter.

The greater part of the locomotives and the largest factories are run with wood. Coal is found in nine of the States of Mexico, but most of these deposits are not at present readily accessible from any of the now existing railroads. One deposit on the borders of the State of Vera Cruz is not only within easy access by rail, but the road would run through a rich country, and would, by its continuation farther south, open up the shortest and easiest route from the port of Tampico to the capital, at both of which points it would find a ready market.

The San Marcial coal fields in the Yaqui valley in Old Mexico give promise of great value. They are said to be wonderful, and may be destined to revolu-

tionize the fuel trade on the Pacific coast. By examination and comparison these fields contain 108 square miles more superficial area than all the five anthracite coal basins of Pennsylvania, and are within $12\frac{1}{2}$ miles square of the aggregate area of the coal fields of England. The coal seams are continuous from the summit of the Los Bronces range to the Yaqui River. The coal, too, is said to be of superior quality, even surpassing the Pennsylvania anthracite. The Mexican coal has from 90 to 92 per cent of fixed carbon, $3\frac{1}{2}$ to 5 per cent of volatile combustible matter, and $4\frac{1}{2}$ to 5 per cent of ash, and leaves no clinkers on burning.

To capitalists these rich mining fields should prove attractive, as they are all within easy reach of the coast.

PERU.

PERMANENT EXPOSITION OF MACHINERY.

The MONTHLY BULLETIN for April, 1897, contained in full an executive decree authorizing the establishment in Lima of a permanent exposition of machinery, which should be inaugurated on the 28th of July of the same year. The decree sets forth the full scope and detail of the undertaking. Recent advices indicate that the exhibition is meeting with great success, especially in machinery adapted for mining purposes. The management desires that manufacturers in the United States may send samples of their most perfected machinery and implements useful in mining and agricultural work. Undoubtedly, there exists a great field for the sale of such articles. It is only needed that their adaptability to the purposes shall be made known in that country. All communications on the subject of application for space, general regulations governing the entrance fees, etc., should be sent to Señor J. PEZEL Y TYRADO, president of the committee.

UNITED STATES.

TRADE WITH LATIN-AMERICA.

STATEMENT OF IMPORTS AND EXPORTS.

Following is the latest statement, from figure scompiled by the Bureau of Statistics, United States Treasury Department, WORTHINGTON C. FORD, chief, showing the value of the trade between the United States and the Latin-American countries. The report is

for the month of December, 1897, corrected to February 1, 1898, with a comparative statement for the corresponding month of the previous year; also for the twelve months ending December 31, 1897, compared with the corresponding period of 1896.

It should be explained that the figures from the various custom-houses showing imports and exports for any one month are not received at the Treasury Department until about the 20th of the following month, and some time is necessarily consumed in compilation and printing, so that the returns for December, for example, are not published until February.

IMPORTS OF MERCHANDISE BY THE UNITED STATES.

Articles and countries.	December—		Twelve months ending December—	
	1896.	1897.	1896.	1897.
Chemicals:				
Logwood (<i>Palo campeche</i> ; <i>Páu campeche</i> ; <i>Campêche</i>)—				
Central America	\$7,535	.....	\$16,367	.....
Mexico	850	\$334	28,913	\$41,499
Coal, bituminous (<i>Carbón bituminoso</i> ; <i>Carvão betuminoso</i> ; <i>Charbon de terre bitumineux</i>):				
Mexico	17,832	14,010	168,118	224,282
Cocoa (<i>Cacao</i> ; <i>Coco ou Cacao crié</i> ; <i>Cacao</i>):				
Central America .....	.....	.....	.....	209
Brazil	78,522	54,521	369,376	225,018
Other South America	39,137	101,697	788,178	969,344
Coffee (<i>Café</i> ; <i>Café</i> ; <i>Café</i>):				
Central America	50,583	132,643	6,652,101	6,413,227
Mexico	115,501	203,829	3,295,079	5,084,724
Brazil	5,027,309	4,080,121	51,053,848	47,477,786
Other South America	1,245,657	768,967	10,796,948	10,099,788
Cotton, unmanufactured (<i>Algodón en rama</i> ; <i>Algodão em rama</i> ; <i>Coton, non manufacturé</i>):				
South America .....	.....	.....	157,000	78,348
Fibers:				
Sisal grass (<i>Henequén</i> ; <i>Henequen</i> ; <i>Hennequen</i>)—				
Mexico	405,196	271,576	2,390,936	4,110,382
Fruits:				
Bananas (<i>Plátanos</i> ; <i>Bananas</i> ; <i>Bananas</i>)—				
Central America	74,787	110,699	1,535,668	1,527,551
South America	34,685	38,670	627,750	707,420
Oranges (<i>Naranjas</i> ; <i>Laranjas</i> ; <i>Oranges</i>)—				
Mexico	93,147	37,269	278,318	150,800

IMPORTS OF MERCHANDISE BY THE UNITED STATES—Continued.

Articles and countries.	December—		Twelve months ending December—	
	1896.	1897.	1896.	1897.
Fur skins (<i>Pieles finas; Pelles; Fourrures</i>)				
South America	\$536	\$3, 872	\$50, 727	\$34, 572
Hides and skins (<i>Cueros y pieles; Couros e pelles; Cuirs et peaux</i>):				
Central America.....	9, 562	22, 109	234, 369	210, 617
Mexico	184, 920	131, 672	1, 402, 744	1, 859, 747
South America	781, 682	967, 530	7, 882, 482	10, 028, 755
India rubber, crude (<i>Goma elástica cruda; Borracha crúa; Caoutchouc, brut</i>):				
Central America.....	52, 900	60, 305	467, 657	414, 399
Mexico	1, 619	3, 083	37, 896	33, 136
Brazil.....	2, 048, 733	1, 782, 215	10, 387, 019	13, 671, 357
Other South America.....	33, 292	62, 765	477, 322	507, 628
Lead, in pigs, bars, etc. (<i>Plomo en galápagos, barras, etc.; Chumbo em linguados, barras, etc.; Plombs, en saumons, en barres, etc.</i>):				
Mexico	116, 187	131, 943	1, 285, 400	1, 599, 923
Sugar, not above No. 16 Dutch standard (<i>Açúcar, no superior al No. 16 de la escala holandesa; Assucar não superior ao No. 16 de padrão hollandez; Sucre, pas au-dessus du type hollandais No. 16</i>):				
Mexico	741	2, 290	78, 223	13, 692
Brazil	211, 956	15, 074	3, 498, 416	1, 854, 713
Other South America	667, 246	416, 949	4, 383, 615	4, 221, 621
Tobacco, leaf (<i>Tabaco en rama; Tabaco em folha; Tabac en feuilles</i>):				
Mexico	25, 191	11, 666	144, 935	339, 236
Wood, mahogany (<i>Madera, caoba; Mogno; Acajou</i>):				
Central America.....	31, 590	.....	99, 055	136, 281
Mexico	21, 932	26, 655	349, 216	367, 874
South America	270	17, 871	25, 370	56, 498
Wool (<i>Lana; Lã; Laine</i>):				
South America—				
Class 1	1, 761	31, 934	1, 390, 737	4, 906, 323
Class 2 .....	.....	.....	359, 110	1, 183, 201
Class 3	231	8, 251	1, 426, 354	1, 283, 684

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	December—		Twelve months ending December—	
	1896.	1897.	1896.	1897.
Agricultural implements (<i>Instrumentos de agricultura; Instrumentos de agricultura; Machines agricoles</i>):				
Central America.....	\$838	\$331	\$28, 172	\$27, 152
Mexico.....	12, 066	7, 229	120, 827	119, 195
Santo Domingo.....	92	214	2, 403	1, 628
Argentina.....	12, 451	25, 330	500, 491	348, 274
Brazil.....	3, 848	1, 345	27, 431	22, 311
Colombia.....	311	139	2, 920	3, 163
Other South America.....	8, 716	14, 724	198, 207	146, 158
Animals:				
Cattle (<i>Ganado vacuno; Gado; Bétail</i>)—				
Central America.....	2, 010	147	12, 196	15, 039
Mexico.....	3, 216	8, 043	28, 441	36, 854
South America.....	55	1, 200	3, 323	3, 728
Hogs (<i>Cerdos; Porcos; Cochons</i>)—				
Mexico.....	67, 778	18, 706	345, 056	107, 646
South America.....			631	230
Horses (<i>Caballos; Cavallos; Chevaux</i>)—				
Central America.....	3, 812	150	59, 632	13, 400
Mexico.....	12, 885	9, 068	73, 074	70, 672
South America.....	200	1, 600	17, 781	5, 950
Sheep (<i>Carneros; Carneiros; Moutons</i>)—				
Mexico.....		100	14, 121	8, 275
South America.....	881	1, 474	20, 427	15, 839
Books, maps, engravings, etc. (<i>Libros, mapas, grabados, etc.; Livros, mappas, gravuras, etc.; Livres, cartes de géographie, gravures, etc.</i>):				
Central America.....	16, 742	4, 579	78, 574	50, 262
Mexico.....	10, 111	15, 383	179, 777	129, 316
Santo Domingo.....	116	42	1, 540	857
Argentina.....	1, 371	1, 094	22, 687	29, 241
Brazil.....	6, 528	5, 404	46, 931	222, 129
Colombia.....	1, 228	1, 086	72, 952	33, 409
Other South America.....	4, 671	3, 843	73, 382	48, 865
Breadstuffs:				
Corn (<i>Maíz; Milho; Maïs</i>):				
Central America.....	2, 955	6, 210	35, 157	68, 993
Mexico.....	419, 567	50	2, 751, 829	991, 956
Santo Domingo.....			773	444
South America.....	1, 210	1, 357	19, 810	36, 857
Wheat (<i>Trigo; Trigo; Blé</i>):				
Central America.....	9, 665		69, 241	48, 043
Mexico.....	9		633	44
South America.....	151, 245	166, 394	153, 545	1, 332, 782

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	December—		Twelve months ending December—	
	1896.	1897.	1896.	1897.
Breadstuffs—Continued.				
Wheat flour (<i>Harina de trigo; Farinha de trigo; Farine de blé</i>):				
Central America.....	\$85, 319	\$113, 769	\$1, 049, 344	\$1, 151, 535
Mexico	9, 645	9, 001	133, 166	86, 843
Santo Domingo.....	22, 243	15, 641	125, 327	171, 535
Brazil	265, 360	368, 186	2, 925, 919	3, 827, 586
Colombia	65, 562	31, 001	570, 944	587, 143
Other South America.....	166, 242	141, 805	1, 496, 818	1, 629, 273
Carriages, cars, etc., and parts of (<i>Carruages, carros y sus accesorios; Carruagens, carros, e partes de carros; Voitures, wagons et leurs parties</i>):				
Central America.....	19, 569	3, 645	161, 818	99, 560
Mexico	10, 877	38, 395	551, 066	816, 732
Santo Domingo.....	982	6, 948	13, 089	25, 314
Argentina.....	2, 533	7, 451	108, 464	143, 972
Brazil	3, 093	4, 825	111, 849	138, 569
Colombia	6, 394	4, 783	33, 349	46, 196
Other South America.....	6, 269	3, 028	62, 344	56, 322
Cycles and parts of (<i>Biciclos y sus accesorios; Bicyclos e accesorios; Bicyclettes et leurs parties</i>):				
Central America.....	7, 050	727	75, 063	21, 295
Mexico	5, 114	5, 450	51, 887	69, 391
Santo Domingo.....	790	24	1, 873	3, 939
Argentina.....	2, 245	6, 046	22, 196	52, 244
Brazil	1, 390	9, 071	22, 934	54, 082
Colombia	924	2, 131	20, 904	22, 091
Other South America.....	8, 357	4, 687	42, 915	61, 303
Clocks and watches (<i>Relojes de pared y de bolsillo; Relogios de parede e de bolso; Pendules et montres</i>):				
Central America.....	1, 687	719	13, 095	9, 753
Mexico	1, 944	1, 017	42, 437	20, 660
Argentina.....	3, 177	2, 873	41, 717	22, 612
Brazil	1, 424	5, 097	71, 458	35, 697
Other South America.....	6, 666	9, 749	113, 834	93, 978
Coal (<i>Carbón; Carvão; Charbon</i>):				
Central America.....	5, 402	831	29, 231	23, 655
Mexico	54, 070	65, 383	480, 137	807, 256
Santo Domingo.....	1, 455	2, 957	18, 846	21, 949
Brazil	14, 250	7, 585	75, 365	90, 111
Colombia	3, 200	.....	42, 406	45, 962
Other South America.....	2, 649	375	24, 785	33, 143
Cotton, unmanufactured (<i>Algodón no manufacturado; Algodão não manufacturado; Coton non manufacturé</i>):				
Mexico	268, 852	433, 419	1, 632, 838	1, 150, 894
Cotton cloths (<i>Tejidos de algodón; Fazendas de algodão; Coton, manufacturé</i>):				
Central America.....	41, 691	20, 317	650, 176	451, 450
Mexico	22, 585	29, 053	456, 857	378, 994

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	December—		Twelve months ending December—	
	1896.	1897.	1896.	1897.
Cotton cloths—Continued.				
Santo Domingo.....	\$9, 522	\$12, 206	\$107, 447	\$91, 466
Argentina	15, 070	26, 378	322, 787	158, 202
Brazil	62, 688	50, 965	711, 531	546, 504
Colombia	28, 145	27, 833	397, 404	349, 725
Other South America.....	197, 331	95, 489	1, 421, 336	1, 121, 055
Wearing apparel (cotton) (<i>Ropa de algodón; Roupa de algodão; Vêtements en coton</i>):				
Central America.....	33, 162	13, 621	212, 423	206, 556
Mexico	28, 415	30, 058	338, 349	309, 980
Santo Domingo	744	2, 081	25, 608	22, 471
Argentina.....	8, 925	1, 897	62, 978	43, 820
Brazil	2, 599	5, 603	69, 595	57, 247
Colombia	6, 341	2, 829	47, 650	49, 379
Other South America.....	4, 469	3, 326	58, 446	43, 951
Fruits and nuts (<i>Frutas y nueces; Frutas e nozes; Fruits et noixettes</i>):				
Central America.....	6, 701	4, 299	53, 988	59, 182
Mexico	11, 261	6, 516	78, 058	59, 645
Santo Domingo.....	1, 104	286	2, 625	1, 699
Argentina.....	184	352	3, 477	7, 141
Brazil	482	417	12, 049	12, 302
Colombia	1, 427	978	8, 352	10, 465
Other South America.....	5, 549	2, 510	35, 218	29, 626
Hides and skins (<i>Cueros y pieles; Couros e peles; Cuirs et peaux</i>):				
Central America.....			1, 010	543
Mexico	625	175	28, 094	13, 968
Hops (<i>Lúpulos; Lupulos; Houblon</i>):				
Central America.....	246	106	2, 492	3, 238
Mexico	27	362	6, 027	80, 768
Santo Domingo.....	136	3	450	5
South America	87	50	1, 340	1, 298
Instruments:				
Electric and scientific apparatus (<i>Aparatos eléctricos y científicos; Aparelhos electricos e científicos; Appareils électriques et scientifiques</i>)—				
Central America.....	2, 823	3, 997	70, 925	85, 490
Mexico	34, 285	31, 390	257, 488	302, 053
Argentina	11, 784	6, 592	120, 714	154, 325
Brazil	7, 460	17, 043	215, 163	119, 298
Other South America.....	11, 604	4, 655	180, 370	149, 829
Iron and Steel, Manufactures of:				
Builders' hardware, and saws and tools (<i>Materiales de metal para construcción, sierras y herramientas; Ferragens, serras e ferramentas; Matériaux de construction en fer et acier, scies et outils</i>)—				
Central America.....	11, 043	8, 323	173, 081	116, 611
Mexico	54, 819	30, 100	719, 077	502, 694

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	December—		Twelve months ending December—	
	1896.	1897.	1896.	1897.
Iron and Steel, Manufactures of—C't'd.				
Santo Domingo.....	\$1, 310	\$1, 029	\$11, 595	\$13, 810
Argentina.....	13, 941	13, 591	219, 397	168, 284
Brazil.....	19, 542	14, 031	284, 494	189, 848
Colombia.....	10, 869	9, 905	105, 549	102, 057
Other South America.....	31, 819	18, 848	283, 543	231, 090
Sewing machines and parts of (<i>Máquinas de coser y accesorios; Machinas de coser e accessorios; Machines à coudre et leurs parties</i>)—				
Central America.....	5, 824	2, 409	88, 860	62, 522
Mexico.....	23, 765	15, 194	199, 669	209, 266
Santo Domingo.....	69	10	1, 657	1, 826
Argentina.....	3, 375	2, 220	130, 412	83, 911
Brazil.....	23, 527	11, 112	134, 885	83, 739
Colombia.....	14, 397	5, 845	92, 973	101, 567
Other South America.....	12, 262	12, 312	139, 647	103, 995
Typewriting machines and parts of (<i>Máquinas de escribir y accesorios; Machinas de escribir e accessorios; Machines à écrire et leurs parties</i>):				
Central America.....	1, 580	655		8, 810
Mexico.....	2, 741	2, 092		23, 405
Santo Domingo.....	60	90		215
Argentina.....	1, 679	1, 416		8, 628
Brazil.....	255	660		3, 454
Colombia.....	261	445		4, 974
Other South America.....	2, 016	742		13, 344
Leather, other than sole (<i>Cuero, distinto del de suela; Couro não para solas; Cuirs, autres que pour semelles</i>):				
Central America.....	814		5, 518	4, 575
Mexico.....	1, 853	1, 191	20, 466	12, 137
Santo Domingo.....		95	613	1, 236
Argentina.....	1, 510		3, 701	1, 234
Brazil.....	257	3, 449	16, 613	30, 923
Colombia.....	131	35	3, 051	3, 039
Other South America.....	1, 545	764	20, 167	10, 151
Boots and shoes (<i>Calzado; Calçados; Chaussures</i>):				
Central America.....	11, 029	11, 870	90, 930	91, 823
Mexico.....	4, 915	5, 476	50, 932	72, 540
Colombia.....	2, 821	4, 389	40, 590	45, 600
Other South America.....	5, 902	1, 621	23, 908	23, 377
Naval stores: Rosin, tar, etc. (<i>Resina y alquitrán; Resina e alcatrão; Résine et goudron</i>):				
Central America.....	2, 190	1, 583	26, 662	17, 442
Mexico.....	956	1, 645	12, 334	7, 829
Santo Domingo.....	164	1, 178	4, 838	5, 088
Argentina.....	17, 795	24, 766	86, 166	88, 422

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	December—		Twelve months ending December—	
	1896.	1897.	1896.	1897.
Naval stores—Continued.				
Brazil	\$27, 861	\$14, 133	\$263, 304	\$205, 978
Colombia	1, 370	427	14, 534	15, 829
Other South America	23, 160	16, 806	118, 669	90, 768
Turpentine, spirits of (<i>Aguarrás; Agua-raz; Térébenthine</i>):				
Central America.....	566	418	3, 758	3, 381
Mexico	219	380	2, 108	2, 958
Santo Domingo.....	52	150	303	435
Argentina.....	2, 455	9, 987	77, 651	52, 361
Brazil.....	2, 534	8, 210	48, 228	60, 660
Colombia	994	559	5, 998	5, 063
Other South America.....	3, 925	4, 205	42, 861	37, 716
Oils, mineral, crude (<i>Aceites, minerales, crudos; Oleos, mineraes, crús; Huiles minérales, brutes</i>):				
Mexico	39, 107	34, 708	374, 293	338, 911
Oils, mineral, refined or manufactured (<i>Accites, minerales, refinados ó manufacturados; Oleos, mineraes, refinados ó manufacturados; Huiles, minérales, raffinées, ou manufacturées</i>):				
Central America.....	9, 497	9, 202	169, 570	118, 434
Mexico	16, 793	11, 770	156, 048	182, 515
Santo Domingo.....	2, 483	2, 035	38, 533	56, 841
Argentina.....	128, 347	71, 771	1, 273, 484	859, 122
Brazil	86, 910	99, 363	1, 508, 760	1, 714, 985
Colombia	14, 769	9, 389	122, 101	106, 104
Other South America	137, 510	75, 103	1, 127, 740	865, 928
Oils, vegetable (<i>Aceites vegetales; Oleos vegetaes; Huiles végétales</i>):				
Central America.....	659	266	4, 932	2, 500
Mexico	27, 945	51, 507	316, 997	322, 895
Santo Domingo.....	922	1, 896	14, 089	20, 124
Argentina.....	3, 111	.....	13, 521	3, 772
Brazil	1, 568	9, 873	69, 751	182, 570
Other South America.....	7, 143	3, 269	53, 675	73, 349
Paraffin and paraffin wax (<i>Parafina y cera de parafina; Paraffina e cera de paraffina; Paraffine et cire faite de cette substance</i>):				
Central America.....	2, 131	3, 529	26, 496	26, 019
Mexico	4, 983	11, 207	153, 710	148, 536
Brazil	1, 576	785	17, 040	10, 555
Other South America.....	647	256	6, 123	4, 957
Provisions, comprising meat and dairy products:				
Beef, canned (<i>Carne de vaca en latas; Carne de vacca em latas; Bœuf en conserves</i>)—				
Central America.....	4, 215	2, 726	27, 543	36, 955
Mexico	1, 134	1, 271	14, 547	12, 743

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	December—		Twelve months ending December—	
	1896.	1897.	1896.	1897.
Provisions, etc.—Continued.				
Santo Domingo.....		\$15	\$86	\$55
Brazil.....	\$1,976	359	21,208	5,628
Colombia.....	679	262	6,198	6,866
Other South America.....	1,133	909	11,624	13,178
Beef, salted or pickled (<i>Carne de vaca, salada ó en salmuera; Carne de vacca, salgada ou em salmoura; Bœuf, salé ou en saumure</i>)—				
Central America.....	3,503	2,007	29,201	34,757
Mexico.....	30	47	366	595
Santo Domingo ..	511	109	2,140	2,030
Brazil.....	118	378	4,884	1,756
Colombia.....	916	554	10,189	12,818
Other South America.....	20,757	16,170	212,238	125,475
Tallow (<i>Sebo; Sebo; Suif</i>)—				
Central America.....	11,068	8,366	123,666	94,009
Mexico.....	1,629	3,079	54,976	28,743
Santo Domingo.....	175	5,585	23,865	22,096
Brazil.....	2,000	6,518	2,979	30,657
Colombia.....	415	20	8,405	18,394
Other South America.....	1,958	1,665	10,724	11,829
Bacon (<i>Tocino; Toucinho; Lard fumé</i>)—				
Central America.....	1,575	1,214	18,391	20,852
Mexico.....	834	962	9,419	8,974
Santo Domingo.....	473	91	2,185	2,236
Brazil.....	22,980	33,189	985,346	1,031,141
Colombia.....	337	87	1,501	1,538
Other South America.....	3,198	4,116	21,412	30,380
Hams (<i>Jamones; Presunto; Jam-bons</i>)—				
Central America.....	3,860	3,271	29,993	33,118
Mexico.....	2,257	1,868	31,384	22,191
Santo Domingo.....	1,034	384	6,387	6,758
Brazil.....		127	650	2,483
Colombia.....	1,267	1,102	11,925	15,041
Other South America.....	11,560	10,889	90,475	95,612
Pork (<i>Carne de puerco; Carne de porco; Porc</i>)—				
Central America.....	4,664	2,547	59,210	61,010
Santo Domingo.....	422	210	4,078	3,455
Brazil.....	263	45	21,618	16,077
Colombia.....	274	269	6,338	7,749
Other South America.....	26,167	16,421	251,485	167,157
Lard (<i>Manteca; Banha; Saindoux</i>):				
Central America.....	7,902	10,947	120,585	117,772
Mexico.....	35,535	10,655	246,361	284,585
Santo Domingo.....	2,214	1,897	20,611	24,892
Argentina.....		118	4,792	2,132
Brazil.....	23,068	107,165	720,192	1,014,055
Colombia.....	13,147	8,416	138,589	137,938
Other South America.....	67,977	60,206	679,263	616,585

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	December—		Twelve months ending December—	
	1896.	1897.	1896.	1897.
Provisions, etc.—Continued.				
Oleo and oleomargarine (<i>Grasa y oleomargarina; Oleo oleomargarina; Oléo et oléomargariné</i>):				
Central America.....	\$2	\$16	\$334	\$438
Mexico.....	161	.....	1,387	475
Colombia.....	400	.....	7,813	6,835
Other South America.....	6,459	439	31,417	24,031
Butter (<i>Mantequilla; Manteiga; Beurre</i>):				
Central America.....	4,943	5,557	42,693	48,245
Mexico.....	3,963	4,838	35,837	41,536
Santo Domingo.....	274	435	5,903	7,438
Brazil.....	6,550	7,785	36,600	56,183
Colombia.....	1,615	1,257	16,885	21,255
Other South America.....	7,545	6,292	83,508	84,189
Cheese (<i>Queso; Qucijo; Fromage</i>)—				
Central America.....	1,701	2,023	17,534	19,921
Mexico.....	1,764	1,507	14,789	14,296
Santo Domingo.....	387	179	3,999	4,719
Brazil.....	.....	8	153	314
Colombia.....	1,018	768	9,649	12,116
Other South America.....	1,339	1,569	15,380	16,316
Sugar, refined (<i>Azúcar refinado; Assucar refinado; Sucre raffiné</i>)—				
Central America.....	4,403	5,469	74,428	53,578
Mexico.....	758	2,631	31,013	19,409
Santo Domingo.....	155	145	2,181	2,369
Colombia.....	2,954	3,062	66,990	35,020
Other South America.....	.....	231	1,628	5,209
Tobacco, unmanufactured (<i>Tabaco no manufacturado; Tabaco não manufacturado; Tabac non manufacturé</i>):				
Central America.....	370	4,980	29,297	18,508
Mexico.....	6,825	19,035	116,328	120,727
Argentina.....	160	.....	5,922	1,460
Colombia.....	307	140	4,326	3,554
Other South America.....	15,475	5,679	91,237	86,557
Tobacco, manufactures of (<i>Manufacturas de tabaco; Manufacturas de tabaco; Tabac fabrique</i>):				
Central America.....	3,538	4,598	70,971	57,846
Mexico.....	605	2,887	17,971	8,596
Argentina.....	4,447	.....	77,937	10,265
Brazil.....	25	10	1,888	75
Colombia.....	20	235	3,295	930
Other South America.....	5,477	4,325	61,457	76,375
Wood, unmanufactured (<i>Madera no manufacturada; Madeira não manufacturada; Bois brut</i>):				
Central America.....	16,211	2,475	232,627	84,563
Mexico.....	10,661	15,387	256,161	207,258

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	December—		Twelve months ending December—	
	1896.	1897.	1896.	1897.
Wood, unmanufactured—Continued.				
Argentina.....	\$6, 845	\$2, 201	\$33, 773	\$19, 686
Brazil			9, 886	16, 243
Colombia	1, 355	1, 128	9, 512	28, 874
Other South America.....	1, 490	1, 588	14, 532	42, 762
Lumber (<i>Maderas; Madeiras; Bois de construction</i>):				
Central America.....	14, 096	2, 284	101, 451	101, 227
Mexico	77, 978	42, 642	757, 249	1, 211, 345
Santo Domingo.....	415	3, 447	54, 228	71, 813
Argentina.....	101, 968	120, 560	1, 089, 165	765, 962
Brazil	48, 834	47, 793	826, 300	597, 431
Colombia	757	5, 342	43, 419	69, 791
Other South America.....	88, 406	17, 728	740, 572	530, 560
Furniture (<i>Muebles; Mobilia; Meubles</i>):				
Central America.....	18, 043	8, 301	153, 828	123, 561
Mexico	21, 531	22, 339	174, 338	186, 232
Santo Domingo.....	1, 331	1, 095	10, 734	11, 767
Argentina.....	3, 374	1, 575	81, 565	75, 574
Brazil	3, 589	3, 485	56, 641	48, 183
Colombia	3, 923	3, 006	35, 132	41, 520
Other South America.....	13, 387	6, 993	113, 707	78, 001
Wool, raw (<i>Lana cruda; Lã crúa; Laines brutes</i>) (pounds):				
Mexico	2, 479	.....	230, 014	30, 459

URUGUAY.

PUBLIC INSTRUCTION.

In a report to the Department of State, United States Consul SWALM says that the total number of schools in Uruguay is 533, having an average term of nine months. Of this number, 181 are located in the cities and towns; the rural sections have the remaining 352. The increase in the number of schools, in late years, has been mainly confined to the country. In addition to those mentioned, there are 379 private institutions in the Republic. The average attendance is 9 per cent of the population, and Mr. SWALM states that, while this figure may show a small proportion of school attendance, it is very considerably the highest reported in South America. The number of teachers employed in 1896 was 1,990, 601 of whom were men and 1,381 women; all but 606 of this num-

ber were natives. There were enrolled in the public schools 51,312 pupils and in private schools 22,689. The cost per scholar in the public schools was \$12.38, Uruguayan money, gold, \$1 of which is equivalent to \$1.03½ in United States currency. The average pay of teachers per month is \$35.50, men receiving a slightly higher rate than women. The consul states that there are two normal schools in successful operation—one for men and one for women. Modern methods of instruction are employed. The high-school system is not known, but there is a university under governmental direction, with law, medical, engineering, and collegiate departments. This university is thorough in its course and has a flattering attendance.

VENEZUELA.

CUSTOMS TARIFF FOR 1897-1898.

NUMBER 30.

(Third Edition.)

[Continued from February BULLETIN.]

§ 4.—CLASS IV.

Duty.—75 centimes of the bolivar.

Almond or linseed oil.

Fish oil and cotton-seed oil.

Palm oil, siccative oil or painters' oil.

Olives, capers of all kinds.

Oil and vinegar cruets, water and wine decanters and cruet stands, other than those having any part of gold or silver, which come under Class VIII, and those of German silver or gilt or silvered, which are comprised in Class VI.

Articles of all kinds of steel, iron, copper, brass, tin, tin plate, bell metal, bronze, lead, pewter, zinc, and nickel, not elsewhere mentioned, whether polished, varnished, tinned, or bronzed, or not; furnaces for the manufacture of sugar.

Metallic wire, manufactured in frames for wigs, bird cages, racks for clothes or hats and other similar articles; also frames for parasols and umbrellas.

Almonds, hazelnuts, nuts, peanuts, chestnuts, and all other dried fruits with shells, not specified.

Still, and all similar apparatus.

Siegert's bitters.

Beneseed, canary seed, and millet.

Aniseed, caraway seed, Ceylon and Chinese cinnamon ("canelón"), garlic, cumin, cloves, origan, pepper, and other kinds of spices.

Chandeliers, globes, shades, candelabra, candlesticks, beacons, street lamps, lamps, lanterns, hanging lamps, etc., not ornamented with gold or silver, which are included in Class VIII, or those of German silver and those gilt or silvered, which are taxed according to Class VI. Accessories thereof imported with the above-mentioned articles will be dutiable according to the class to which they belong.

Christmas trees.

Jet, unmanufactured.

Sugar, white or refined.

Scales, Roman balances, and copper weights, or in which copper predominates, including weights, even of iron, when imported together with the scales.

Wooden troughs or buckets.

Billiard-table cushions, and bands or belts of coarse oilcloth for steam engines.

Bagatelle tables with all their accessories.

Felts for hats, not fulled, hair for hats, paper wrappers, leather hat bands, linings, plush, peaks for caps and kepis, and other articles exclusively used in the manufacture of hats, such as oilcloth prepared with gum lac dissolved in alcohol, employed for the manufacture of black felt hats, and solutions of said gum in alcohol.

Shoe blacking.*

Billiard tables, with all their accessories, including the balls and cloth covers, when imported together with the tables.

Armenian bole and lees ("*borra*"), not otherwise mentioned.

Boxes of wood, even imported in pieces, *i. e.*, in boards for making same.

Baskets, large or small, hand baskets, small carriages for children, and other articles of osier and wickerwork, including children's carriages, whatever be the material from which made; cotton canvas covered with paper, for the manufacture of envelopes, and tissue coated with sulphate of copper.

Pasteboard, manufactured or prepared for boxes, large and small, or in any other form, excepting for toys, masks, and playing cards. Blank visiting cards of any size are likewise included in this number.

Barley, husked or ground.

"*Cebadilla*." Sneezeroot (*veratrum sabbadilla*).

Capsules for bottles.

Brushes, common, horse brushes, and those of horn or whalebone, for scrubbing.

Wax, vegetable, black or yellow, not prepared.

Bristles and horsehair.

Wooden horses or carrousels.

Glue, common, and collodion for photographers.

Linen, unbleached, and cloth called "*coleta*," (crash) unbleached, No. 2; linen coarser than that comprised in No. 115 of Class III, but which has been more or less bleached, including Indian taffeta ("*cotonia*").

Pointed knives, common, with or without sheaths; knives with handles of

*In virtue of a circular of September 25, 1896, bituminous oil, employed for blackening and softening harness, is subject to the same duty. ("*Gaceta Oficial*" No. 6827, of September, 30, 1896.)

wood or other common material for fishermen, shoemakers, saddlers, gardeners, cigar makers; large common knives for farming and, generally, all those employed in arts or trades.

Varnishes of all kinds.

Caoutchouc made into tubes or pipes, and in sheets or bands for machine belting.

Oilcloth for floors, packing, and roofing.

Mirrors of all kinds and plate glass, silvered.

Spermaceti and paraffine.

"*Espuma de mar*," substance employed for making bread and for other similar purposes.

Mats, large and small, and matting for floors.

Small table mats.

Figures, ornaments, and articles of all kinds used in putting up confectionery; also gilt paper bags or cornucopias, finished or partly finished, imported for the above purpose. Should the receptacles referred to be covered with silk or velvet or ornamented with flowers or other articles liable to higher duties, they shall, unless completely filled with sweetmeats, be placed under Class VI as fancy articles.

Carpets or door mats not otherwise mentioned.

Dried fruits.

Fruits in brandy, syrup, or in their juice.

Saddletrees.

Artificial flowers of porcelain.

Biscuits or crackers in the preparation of which sugar is employed.

Gasoline and benzine.

Gelatine of all kinds.

Potatoe, maize, and rye flour.

Shoemakers' thread and hemp ropes for halters, with core of tow.

Coarse thread of hemp, pita, flax, or cotton, excepting thread intended for sewing, embroidering, and weaving.

Twine or cord, twisted lines or twine for fishing, and hempen thread for fishing nets.

Tin plate and sheet iron, manufactured into articles not specified, and iron utensils for domestic use when they have lids or covers of tin plate or sheet iron.

Lard, mixed with other greases, and oleomargarine.

Incense.

Tools used in the arts and trades, with or without handles, such as pincers, gravers, compasses, gimlets, trowels, chisels of all kinds for carpenters, levels, gouges, jack planes, adzes, rabbet planes, awls, files, hammers, saws, tongs and pinchers, lathes and vises, drawing knives, planes, bits, bitstocks and other similar articles, together with the wooden boxes containing any of these instruments.

Color chalk for tailors.

Syrups of all kinds, other than medicinal; confectionery of all kinds, sugar candy and flavoured rice flour employed for sweets.

Sealing wax, in cakes or sticks.

- Wool, raw; coarse and half-fine sail-cloth of hemp or cotton, unbleached.
Milk, condensed.
Books, printed and bound, excepting those mentioned in Class VIII.
Faience in imitation of porcelain.
Porcelain, common, and china in any form, not specified.
Hops.
Wood manufactured into articles not otherwise mentioned.
"Manigrafos" (duplicators or copying apparatus).
Lard mixed with other greases and oleomargarine.
Marble, jasper, alabaster, granite and other similar stones, wrought or polished,
in articles not otherwise mentioned.
Maizena.
Wicks and twists for lamps, and lamp-chimney cleaners.
Mustard, in the grain or in powder.
Furniture of common wood, osier, straw or cane and furniture of iron and
wood.
Organs and all kinds of parts thereof imported separately.
Ossein (ostein).
Wood in strips for making matches.
Paste or mastic for polishing, and that used for the tips of billiard cues.
Wall paper.
Composition imitating porcelain, marble, granite or any fine stone, in all kinds
of articles, excepting toys for children.
Tobacco, cut, for cigarettes.
Flints, touchstones, polishing and similar stones, not mentioned in the other
classes.
Hides neither tanned nor prepared.
Baking powder.
Solders.
Leather tips for billiard cues.
Cheese of all kinds.
Sacks, empty, of canvas, coarse hempen cloth called "*coleta*," unbleached
thick linen and other similar fabrics.
Sausages, hams in tins, fish in tins, alimentary preserves, mushrooms, dried or
in sauce; lacteous flour and all other provisions, prepared or not, not mentioned
in the other classes such as Buitoni's agglutinated paste.
Sauces of all kinds and pickles in mustard.
Tallow, raw, rendered or pressed, and ordinary fats of all kinds for making
soap.
Syphons and machines for aerated waters.
Sole leather, dyed or not, not worked, and hempen soles for sandals (alpar-
gatas.)
Piano stools, of whatever material.
Talc in sheets or powder.
Horsehair fishing lines.
Meat covers of wire gauze.

Stoppers with heads of metal, glass, crystal, or porcelain.

Tissues of cotton, hemp, esparto, or flax, for floor coverings, even when mixed with a small quantity of wool; and horsehair tissues for covering furniture.

Canvas prepared for oil paintings, and stumps for drawing.

Tissues, common, of hemp, flax, or cotton, for furniture, in bands, belts, or any other form, and cotton dishcloths for domestic use, and straw ribbon for packing.

Wooden heels, shod or not with copper or iron.

Strips of tinned stuff or paper ("*de papel estañado*"), for shoemakers, of 1 centimetre in width and 12 centimetres in length.

Bootjacks and corkscrews.

Chalk, in sticks, lumps, or other form, for billiards.

Blinds, venetian, etc., for doors and windows.

Firecrackers called "*triquitruques*."

Rubber tubes and hose, and bands for machinery.

Sails of coarse and other cloth or of twilled cloth ("*cotonía*"), for vessels.

Tallow candles.

Velocipedes or bicycles.

Glass and crystal, manufactured, in any form not elsewhere mentioned.

Wines, of whatever origin, when imported in demijohns or bottles, excepting red wines, which are taxed according to Class III. Port wine, even red, imported in demijohns or bottles, shall be included in the present class.

Articles of gypsum of all kinds, excepting toys.

§ 5.—CLASS V.

Duty.—1 bolívar 25 centimes.

Oils and soaps, perfumed.

Oil of sesame, beneseed, castor oil, and other not mentioned in the preceding classes.

Cod-liver oil.

Tartaric acid, in powder.

Arsenic and liquid ammonia.

Toilet waters and hair wash, such as "*florilina*" and the like.

Spirits of all kinds other than of cane, the importation of which is prohibited; brandy or cognac and their essences, absinthe, Hollands and their essences up to 22° Cartier; above 22° the duty shall be proportional.

Spirits of all kinds other than of cane, the importation of which is prohibited; brandy or cognac and their essences, absinthe, Hollands and their essences up to 22° Cartier; above 22° the duty shall be proportional.

Almonds, peeled.

Apparatus for measuring hats.

Photographic apparatus.

Shapes of gummed stuff for hats, bonnets, and caps.

Rings and buckles covered with leather.

Strops and fine stones for sharpening razors, and razor paste.

Saffron.

Quicksilver.

Trunks, traveling sacks, bags, valises, and portmanteaus of all kinds.

Skins for carrying wine, and purses and small bags of oilcloth for grain samples.

Bandages, bougies or probes, trusses, lint, strainers or filters, sucking bottles and nipples, breast pumps, cupping glasses, anodyne necklaces, spatulas, lances, retorts, clyster pumps, syringes of all kinds, and syphons not otherwise mentioned.

"*Bramante*" (unbleached tissue), "*brin*," ticks, drills, domestic cloth, "*liencillo*," "*platilla*," "*warandol*" or Irish linen, unbleached, of linen or cotton, and other similar unbleached tissues, including those with colored stripes or patterns, provided that the ground be unbleached; and Holland of black or blue thread.

Brushes and paint brushes of all kinds.

Hat cases of leather.

Almanacs of all kinds.

Camerae obscuræ or camerae lucidæ, for drawing or photography, and other similar apparatus.

Cotton canvas for embroidering, and canvas of unbleached thread similar to the light tissues used for mosquito nets.

Capsules, sacks or bags of paper, of all kinds and sizes, with or without inscriptions, for pharmaceutical purposes.

Tortoise shell, crude.

Homespun linen, white linen called "*coleta*," "*lienzo de rosa*," camel-hair cloth, cotton cretonne and linen cretonne, called unbleached German dowlas Nos. 9, 10, and 11, lining ("*crehuella*"), striped or checked, colored or not, and all other similar tissues not mentioned in other classes.

Sieves of copper wire, of leather, wood, or horsehair.

Brushes for the teeth, hair, clothes, shoes, and any other use, excepting brushes mentioned in Class IV.

White wax, pure or mixed, not wrought, and mineral wax.

Bristles for shoemakers.

Fish glue and liquid glue for shoemakers.

Colours and paints, not otherwise mentioned, such as blueing, ultramarine, and "*kalsomine*," of different colors.

Cork, in sheets, stoppers, and in any other shape.

Lasting for uppers of shoes.

Amethyst (quartz).

Cubebs.

Penknives, razors, scissors, and "jack knives;" table knives and forks, except those with handles plated with gold or silver, which are dutiable according to Class VIII; and those of German silver, silvered or gilt, which are comprised in Class VI.

Cords, single or wound with thread ("*entorchados*").

Beer, concentrated.

Sassafras and all other medicinal barks.

Cotton drills, white or colored, and cotton flannel, white or colored, also cotton drill called "*casinette*."

Drugs, medicines, and chemical products, not otherwise mentioned; also all vermifuges and medicinal articles or substances, such as bicarbonate of soda, beef wine, cardamom seeds and plants; peptonized beer, rock salt for animals, and bitter elixir of coca.

Oilcloth, of all kinds, other than those used for floors, packing and roofing comprised in Class IV.

Cotton buckram.

Brooms, large and small, and horsehair brooms.

Essences and extracts of all kinds, not otherwise mentioned.

Sponges.

Stereoscopes, cosmoramas, dioramas, panoramas, magic lanterns, and other similar apparatus.

Paper lanterns, paper collars, fronts and cuffs, including those lined with stuff, and manufactured paper not otherwise mentioned.

Foils, masks, breast-plates and boxing gloves.

Phosphorus in paste.

Photographs.

Cotton blankets.

Woollen blankets, white or with coloured fringes, and dark blankets of goat's hair ("*cabrin*").

Gum lac, copal, and all kinds of gums and resins not otherwise mentioned.

Horsehair gloves and fencing gloves.

Glycerine.

Ordinary sewing thread, untwisted thread for embroidering and thread of one end for weaving.

Loadstone.

Figures and statuettes, other than those of gold or silver.

Musical instruments and boxes, and all accessories thereof, excepting organs and pianos.

Surgical, dental, anatomical, mathematical, and other scientific instruments not elsewhere mentioned.

Soap, white, marbled, called *Castille* or *Marseilles*.

Soap, common.

Sets of chessmen, draughts, dominoes, roulette, and similar games.

Pictures and engravings on paper.

Blank books, crayons and charcoal pencils for drawing, notebooks and portfolios, lithographed receipt and check books, pencils of all kinds, except slate pencils, rubber erasers, wafers and stamps for letters, writing ink and ink powder, paper knives, pencil cases, sealing wax and wafers, sand, steel pens, penholders, inkstands, and all other stationery articles, with the exception of envelopes and articles containing gold or silver.

Books containing gold or silver leaf, whether real or imitation, for gilding or silvering; bronze in powder and books for bronzing.

Liquor stands, empty, or containing a liqueur not comprised in a higher class.

"*Liencillo*," "*brin*" and domestic tissues, of linen or cotton, unbleached or colored, of whatever category.

Iron filings.

Striped tissues, "*arabias*," gingham of linen or cotton, common, only suitable for making workmen's clothes.

Wooden battens, moldings and cornices, painted, varnished, gilt or silvered, and wooden curtain loop-holders.

Elastic mourning tissue and crape for hats.

Sweet liqueurs, such as cherry cordial, creams of vanilla, cocoa, and the like.

White madapolam, Hollands, Brittany, domestic, "*matrimonio*," Irish, white or colored; cretonne, "*elefante*," "*platilla*," "*liencillo*," Rouen, "*simpático*," "*savaje*" of cotton and other similar tissues.

Frames of any material, with or without glasses, portraits, pictures and engravings.

Masks of all kinds.

Macaroni, "*tallarines*," vermicelli, and other similar alimentary pastes.

Tape measures of leather, linen or paper, with or without cases.

Furniture of fine wood, such as violet wood, mahogany, rosewood, walnut, and that with backs and seats upholstered with horsehair, wool, cotton, or silk, furniture of common gilt wood and coffins of all kinds.

Gall nuts, nutmegs and mace.

Shades of paper, metal or tissues, and colored tissue paper.

Gum pastilles or drops, of all kinds.

Perfumery of all kinds.

Parchment and imitations of the same, in articles not otherwise mentioned; cloth only used for bookbinding, and waterproof tissues of caoutchouc and cotton used for blankets and overcoats and cotton felt for lithographic machines.

Areometers and liquor gauges of all kinds, and alcoholometers.

Paintings, chromos, drawings, and portraits on canvas, wood, paper, stone or other materials; lithographed advertisements applied on cardboard, and christening cards with colored landscapes or figures.

Rice and other powders for the toilet and powder puffs, and Persian "*cara-col*," calcined.

Bottle and glass stands.

Gunpowder.

Tobacco, plug and twisted chewing tobacco.

Tannin.

Tea and vanilla.

Indian ink, for marking, hair dyes, and all other kinds of ink, excepting printing ink.

Candles of spermaceti, paraffine, composition, or stearine, and twisted wicks for the same.

Dowlas ("*warandol*"), unbleached, of linen or cotton, even with colored stripes or flowers, also that with a lead-gray or light-yellow ground.

Tinder boxes and flints or wicks for tinder boxes.

§ 6.—CLASS VI.

Duty—2 bolivars 50 centimes.

Bugles and beads of glass, porcelain, steel, wood, or of any other material, excepting gold and silver; coffin ornaments, fancy articles of glass or porcelain,

mounted in gilt or silvered metal; artificial plants of caoutchouc, paper or tissue, representing palms, begonias and large leaves, and sweetmeat boxes covered with silk or velvet or ornamented with flowers or other articles liable to higher duties than those levied under Class IV, unless said boxes be completely filled with sweetmeats.

Steel hoops for crinolines or bustles, covered or not with tissue.

Damasks, drills, Brittany cloth, unbleached cloth ("*bramante*"), ticks, dowlas, excepting unbleached German dowlas Nos. 9, 10, and 11, specified in Class V; "*estopilla*," "*estrepe*," "*garantido*," Irish linen, "*platilla*," calico, white or dyed dowlas ("*warandol*"), of linen, pure or mixed with cotton.

Pins, needles, eyelets, hooks, and eyes, clasps, hairpins; hooks for clothes and shoes, zinc clasps for shoes, buckles for hats, waistcoats, trousers, and shoes, except those of gold or silver.

Carpets in the piece or rugs.

Vests, scarfs, bonnets, socks, drawers, trousers, stockings, and slip bodices of cotton, knitted, and like tissues. Camisoles with collars and cuffs attached or made to adapt separate collars and cuffs shall be liable to a surtax of 50 per cent.

Spectacles, opera glasses, telescopes, eyeglasses, magnifying glasses, and microscopes, except those mounted in gold and silver, but including glasses and lenses for spectacles, etc., imported separately.

Whalebone and its imitations.

Basil.

Barometers, hygrometers, chronometers, thermometers, octants, and other similar instruments, and compasses of all kinds.

Canes, and canes loaded, whips, and slung shots, with the exception of sword sticks or sticks containing a mechanism for firing, which are included in Class VII.

Buttons of all kinds, excepting those of silk, silver, or gold.

Baize or ratteen in piece or plaids, and blankets made of these materials.

Bowls for pipes, cigar holders and pipes, of amber, porcelain, and any other material, except those of gold and silver and the similar articles mentioned in Class III.

Shaving boxes with accessories, work and travelling cases.

Shells even made up into ornaments.

Pocketbooks, cigar and cigarette cases, card cases, purses, tobacco pouches, spectacle cases, match boxes, albums, not covered with velvet, nor gilt nor silvered, and all other similar articles, except those having any part of gold or silver.

Wax, manufactured into articles of all kinds, except as toys.

Counterpanes, sheets, plaids, hammocks, table covers, of linen or cotton.

Elastic for shoes.

Coral in articles of all kinds, except when set in gold or silver.

Funeral wreaths and other funeral articles.

Thin cord for weaving and all other twisted thread in the shape of cord, such as binding or sail thread, white or colored, which can not, on account of its elasticity, be assimilated to cord and can be used in the manufacture of hand or machine-made tissues.

Crinolines, bustles, and similar articles, and caoutchouc dress shields covered or not, used inside of ladies' clothing.

Knives and forks with handles of German or white metal, or silvered or gilt.

Mattresses, pillows, paillasses and cushions, except those of silk; feathers for stuffing them, and woven wire mattresses.

Cotton cords for hammocks.

Damasks, "*coqui*," bombazine, "*bordon*," padding, ticking, "*mahón*," nankeen, light nankeen, "*estrepe*," quilting, sateen, "*tangep*" or stiff muslin, of cotton, white or colored, and other similar cotton tissues not mentioned in the other classes.

Artificial teeth and eyes.

Thimbles, except those of gold or silver.

Skirts, petticoats, dressing gowns, nightdresses, and chemises of cotton, made up or cut out, and cotton stuffs shaped for skirts, with or without embroidered bands.

Articles of German or white metal or its imitations, such as trays, dishes, curbs, bits, muzzles, spurs, stirrups, hinges, buckles, chandeliers, lamps, candelabra and other similar articles.

Articles of iron or of other metals, gilt or silvered, with the exception of stationery which will always be included in Class V, even when gilt or silvered.

Yarns, worsted, raw, and of goats' hair.

Cases containing small articles of steel, copper, or other metals for embroidering, for cleaning the teeth or nails, for drawing and painting.

Brooms and brushes of palms, rushes or other vegetable fibers.

Felt in pieces, for saddlecloths.

Blankets or quilts of pure wool, or mixed with cotton, and with ground of one or more colors.

Tissues for slippers, excepting of silk.

Elastic for shoes.

Gutta-percha, manufactured or not.

Imitation gold or silver thread, purl, spangles, tinsel, leaf, foil, galloons, trimmings, small wares, and other articles of imitation gold or silver, for embroidering or sewing.

Bone, ivory, mother-of-pearl, real and imitation, jet, real and imitation, tortoise-shell, caoutchouc, india-rubber, sheets of celluloid, horn and talc, manufactured in articles of all kinds not otherwise mentioned, with the exception of children's toys comprised in Class III, and those combined with gold or silver, which are included in Class VIII.

Tablecloths, towels, and napkins of all kinds.

Tissue called "*matrimonio*," of linen, pure or mixed with cotton.

Hands, keys, springs, spirals, and other parts of watch and clock movements, excepting those of gold or silver.

Wicks, and cotton slightly spun for wicks.

Cotton handkerchiefs, not exceeding one metre in width.

Paper, gilt or silvered, paper stamped in relief, and colored paper for artificial flowers.

Umbrellas, sunshades, and parasols, of wool, linen, or cotton.

Imitation pearls and stones, not set, or set in any metal except gold or silver.
Skins, tanned, with the exception of sole leather, dyed or not, comprised in Class IV.

White metal or German silver, in articles of all kinds not otherwise enumerated.

Goose quills, prepared as toothpicks.

Feather dusters.

Imitation jewelry.

Table or wall clocks, alarm clocks, water clocks, hourglasses, and all other similar articles, with the exception of watches and tower clocks imported by the Federal Government.

Hats, caps, hat frames, and bonnets, of straw or its imitations, not trimmed.

Patent leather, not manufactured.

Sextants.

Dowls "*warandol*," white, of linen, or of linen mixed with cotton.

Chintz, nainsook, calicoes, cretonnes, "*tarlatanes*," paper cambrics, fine French striped cloth, and other fine tissues used in making women's dresses; poplins, "*malvinas*," Japanese cloths, lustring, coloured percales, and any other cotton cloths, coloured, similar to the above, and not otherwise mentioned under different classes, such as cotton merinos, etc.

[Concluded in April BULLETIN.]

TRADE MISCELLANY.

ARGENTINE REPUBLIC.

Imports for Ten Years

From the annual report of the Argentine statistical department, compiled by Mr. FRANCISCO LATZINA, the following data treating of the trade and shipping of the Republic is taken. It appears that in 1887 the imports from Great Britain alone were valued at \$34,779,210; in 1896 they reached the figure of \$44,729,996, or an increase of 28.6 per cent in the intervening ten years. Of the total imports in 1887, the United Kingdom sent 29.7 per cent, and in 1896 40 per cent. The imports from Germany in 1887 were 10.3 per cent of the total, and in 1896 12.4 per cent, a relative rise, therefore, of only 2.1 per cent. In 1887 France supplied 19.4 per cent of the entire imports, and in 1896 10.7 per cent, a decrease of 8.7 per cent. The United States supplied in 1887 imports to the value of \$11,004,553, and in 1896 \$11,210,475, the relative proportions to the whole in the years mentioned being 9.4 and 10 per cent respectively, showing an increase for the ten years of 0.6 per cent. The imports from Italy during the ten years under consideration increased 4.1 per cent.

Electric Plant at Cordoba.

The Cordoba Light and Power Company has just completed the installation at Casa Bamba of the largest electric-power plant in the Argentine Republic. The machinery, consisting of five turbines aggregating 1,700 horsepower, five generators aggregating 1,100 kilowatts, transformers with a capacity of 930 kilowatts, and the necessary switchboard and controlling apparatus, was furnished almost entirely by United

States manufacturers. A cable line for the transmission of power has been laid to Cordoba, and that city will be lighted from the new works, which will be eventually enlarged to 6,000 horsepower. The Cordoba Light and Power Company is the first purely United States company established in Argentina, and it is hoped that the success of this enterprise will lead to further undertakings of a similar character.

BRAZIL.

Storage charge at Santos. FRANK D. HILL, United States Consul at Santos, informs the Bureau that all merchandise delivered from that port, whether stored or not, must pay 1 per cent on the value of the invoice, as a storage charge. When the papers pertaining to the merchandise are late in arriving at Santos, and entry is not made within twenty-four hours, the consignee on delivering same shall sign a bond (*termo de responsabilidade*) for the value of the goods and amount of storage, as above. At the expiration of one month a charge of one-half of 1 per cent is made for each additional month or fraction thereof.

Match Factory in Rio. The work of enlarging the plant of the Diamond Match Company, situated in Rio de Janeiro, is progressing rapidly, and under the direction of Messrs. PRESTON and WARNER, United States engineers, the new machinery is being installed. Within three months the installation of ten new machines for the manufacture of matches will be completed, together with all accessories, new boilers, motors, etc. The factory Cruzeiro will then be able to produce daily 720,000 boxes of matches, or three times its present production. Ten additional machines will be established during the current year if the consumption of matches in Brazil demands it. By its vast size and the perfection of its machinery, the factory Cruzeiro will be able to supply the whole country, and will not only be one of the largest factories in the world but also the most complete, since the machinery employed embodies all the various improvements invented and patented in the United States in recent years.

Rubber from Para and Manaos. The "India Rubber World" of February 10 contains a condensed table of the exports of rubber from Para and Manaos for the years 1889-1897; also the names of prominent exporters. As a matter of general interest, that part of the table showing the total exports to the United States and to Europe is reproduced here. It will be seen that in the movement for 1897 (the largest on record) the United States resumed first place in the exports.

Year.	United States.	Europe.	Total.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
1889	20, 004, 066	14, 946, 888	34, 950, 894
1890	21, 137, 177	15, 004, 652	36, 141, 820
1891	23, 872, 690	15, 335, 157	39, 207, 847
1892	25, 202, 008	15, 603, 324	40, 805, 332
1893	25, 011, 027	17, 163, 404	42, 174, 431
1894	23, 062, 386	19, 869, 306	42, 931, 692
1895	24, 804, 854	20, 983, 759	45, 788, 613
1896	19, 941, 956	27, 681, 888	47, 623, 484
1897	25, 565, 885	24, 014, 017	49, 579, 902

COLOMBIA.

Trade Competition.

Mr. M. VILLIERS, Acting Consul-General of Great Britain at Bogota, in a recent report to the British Foreign Office, calls the attention of his Government to the active efforts that are being made by the United States to extend its trade in Colombia. In this connection he mentions the leading position held by the United States in the traffic in iron, steel, railway materials, and rolling stock, bridges, etc.; not only in the heavy materials, but also in such small articles as steel tools, saws, files, and rasps, meat choppers, wire nails, etc. Architectural sheet ironwork, barbed wire, bicycles, sewing machines, clocks, false jewelry, candles, and electrical appliances are also largely supplied from the United States, but in cotton, linen, or cloth goods there is a comparatively small trade.

Railroad Extension.

From information received directly from Barranquilla, it is learned that railway construction in the Republic of Colombia is at present quite active. The Antioquia Railroad, the property of the Department of that name, now operating for a distance of 32 miles from Puerto Berrio to Las Pavas, is being extended to Medellin, 91 miles. The Cucuta Railroad, operating between Cucuta and Puerto Villamizar, on the River Zulia, a distance of 34 miles, is to be extended to the Venezuelan frontier, and part of the work is already completed. The Girardot Railroad, from Girardot to Juntas de Apulio (24 miles), is to be extended to a point on the Factativa Railroad; this extension will be about 48 miles. The Cauca Railroad, which is now in operation from Buenaventura on the coast to San José (21 miles), has been handed over to the National Government; the line will be extended to Calé, 64 miles farther inland.

GUATEMALA.

Resumption of Specie Payments.

The President of the Republic has recently, by Executive Decree, declared that, dating from January 1, 1898, all duties, both import and export, of the country shall be paid in silver. The decree also provides for the resumption of specie payments, thus doing away with the paper currency which was authorized in the early part of the past year.

MEXICO.

Flax Culture.

The cultivation of flax in the State of Morelos is reported to have passed beyond an experimental stage and promises substantial results. Mr. HAMER, who has been interested in this culture for the past four years, has land under flax at different points of the Cuernavaca Valley and is negotiating for the lease of the Huaymac Valley, containing about 1,000 acres of land, a large proportion of which is said to be well suited to his purpose. The cloth manufactured from the flax raised by Mr. HAMER is stated to be of the best and most substantial quality.

Port of Vera Cruz.

The work of improvement of the harbor of Vera Cruz, which was commenced in 1895 by PEARSON & SONS, of London, under a contract with the Mexican Government, is progressing favorably. The details of the undertaking were published in the MONTHLY BULLETIN for

September, 1895. The inspecting engineer, who has supervision of the work for the Government, has recently made a report, from which it is learned that the construction of the breakwaters is proceeding satisfactorily; large blocks of concrete are being placed in them. Between the Mexican Railway wharf and the northeastern breakwater a depth of 8 meters and 50 centimeters (about 28 feet) at low water has been obtained, and at Laja de Adentro 10 meters (33 feet) depth is secured. In other portions of the harbor an immense amount of dredging has been done, giving a corresponding depth. The work of extending the custom-house wharf is going ahead, the piers being of steel and the floor wood. The construction of sewers is being pushed rapidly to completion.

Direct Communication with Kansas City. The Port Arthur and Mexican Steamship Company, designed to operate in connection with the lately completed Kansas City, Pittsburg and Gulf Railroad, has been incorporated under the laws of the State of Missouri with a capital of \$100,000. The line will at first be composed of two freight steamers; later on, it is anticipated that a passenger service will be added. The steamers will ply between Port Arthur, the terminus of the railway, and Mexican ports. It is stated that contracts have already been made which will guarantee 1,800 tons of freight per month throughout the year from points in Mexico, to Kansas City as a distributing point. This direct line of railway and steamship, acting under one management, will doubtless contribute greatly to the already large trade between Kansas City and tributary points, with Mexico.

Forfeiture of Railroad Concession. The Mexican Government has declared forfeited the concession granted to R. MARIN & Co. for a railroad to be built from Toluca, the capital of the State of Mexico, to Iguala, traversing the mineral districts of Temascaltepec, Sultepec, Zacualpam, and Tasco. The act of forfeiture is based upon the failure on the part of the concessionaire to carry out the stipulations of the contract of December 17, 1896, approved by Congress January 5, 1897, which requires that work on the road should be commenced within twelve months from the last named date. The forfeiture of the concession carries with it the \$5,000 guarantee fund.

Mineral Wealth of the State of Chihuahua. According to an estimate made by MESSRS. ENRIQUE C. CREEL, manager of the Miners' Bank, and FREDERICO DUCLOS, manager of the Mexican Ore Company, the mineral wealth of the State of Chihuahua is as follows:

Mines.	Value.
Santa Eulalia.....	\$1,600,000
Parral	1,350,000
Cusihuiriacic.....	700,000
Batopilas.....	600,000
Barranca del Cobre.....	100,000
Urique.	100,000
Corralitos.....	500,000
Cuasapares y Palmarejo.....	800,000
Morelos.	50,000
Guadalupe y Calvo.....	150,000
Ocampo.....	400,000
Pinos Altos.....	350,000
Conchoño.....	350,000

Mines.	Values.
Yoquivo	\$50,000
Urachic	100,000
Magistral y Terrazas	300,000
Sabinal	300,000
Murillo	150,000
Descubridora	300,000
Total	8,150,000

NICARAGUA.

Shipments of Evaporated
Bananas.

Mr. M. J. CLANCY, United States Consular Agent at Bluefields, informs the Bureau that some of the planters along the Escondido River and its tributaries are making experiments in shipping bananas put up in an evaporated form. The first shipment was made to New Orleans recently with very satisfactory results, and it is hoped that by this new process millions of small bunches of bananas suitable for drying but not adapted for exportation in the natural state may be utilized. At present the work is carried on in a very crude and clumsy manner, no one engaged in the industry having any practical knowledge of the subject. The introduction of machinery and labor suitable for this work will open a new and profitable industry in Nicaragua; also a market for manufactures and tools for this class of work made in the United States.

PARAGUAY.

Tobacco Culture.

The Paraguayan Government is taking active measures to revive the cultivation of tobacco, which formerly formed an important branch of industry in the Republic, being grown not only for home consumption but also for exportation. To this end the Government invited a number of Cubans, skilled in the tobacco industry, to make a report on the soil and possibilities of the country. In their judgment, the conditions in certain localities are almost identical with the best producing areas of Cuba. Near Villa Rica a large plantation has been designated as an experimental station, where native Paraguayans are being instructed in the methods employed in the cultivation of tobacco in Cuba. Although the crop on this reservation was small in 1896, the quality was pronounced equal to the "Vuelta Abajo," and samples were sent to the Brussels Exposition. In 1895 Paraguay exported tobacco to the amount of 4,744,096 pounds.

PERU.

Machinery for Mining.

The mining activity existing in Peru emphasizes in a marked manner the need for improved machinery in connection with that industry. One of the most pressing needs is felt in the matter of dredgers to reach the beds of the rivers, where immense quantities of gold are deposited. At present, very primitive means are adopted, simply wooden trays, containing about 15 pounds of sand. In consequence of incomplete facilities, the collection of the gold is only carried on from June to October, when the rivers are low, but by using dredgers work throughout the entire year would

be possible. The completion of the new road from Crucero to Phara and to Huari-Huari, through a section of country rich in deposits, will afford facilities for the transport of machinery and the development of the gold mining in those parts of the country.

Japanese Immigration.

Mr. ALFRED ST. JOHN, Acting Consul-General of Great Britain at Lima, has advised his Government of the arrival in Peru of the representative of an immigration company of Tokio, who has succeeded in making arrangements with several sugar estate owners for the employment of at least 500 Japanese laborers in that country. It is added that a line of steamers will be established between Japan and South American ports. The object of the scheme is not only to relieve the congested districts of Japan of their excessive population, but eventually to open direct trade with South America.

Rubber Trade of Iquitos.

The rubber trade centering at Iquitos and exporting through the ports of Manaos and Para has long been very considerable. The "India Rubber World," published in New York, is authority for the statement that the direct rubber exports from Iquitos to Europe have increased ninefold in the last four years, and that the exports for transshipment at Manaos and Para have also largely increased. This development of trade is easily accounted for by the improved transportation facilities given to that part of the country. It is to be regretted, however, that in this new impetus to business on the upper Amazon the trade of the United States is practically nothing.

SALVADOR.

Payment of Import Dues

By Executive Decree, the Republic of San Salvador provides for the payment of 53 per cent of its import duties on the following terms: 32 per cent in American gold, 10 per cent in customs bonds, 5 per cent in bonds issued by the Mint, and 6 per cent in bonds of the French debt. When the bonds are exhausted the corresponding portion will be payable in United States gold, from which it would appear that United States money has been adopted in this Republic as the basis of the newly introduced gold standard.

URUGUAY.

Trade with the United States in 1897.

Consul-General PRUDENCIO DE MURGUIONDO, representative of Uruguay in the United States, has furnished the Bureau with a statement of the trade between the two countries in the calendar year 1897. The total value of the exports to the United States was \$4,391,063; the imports were \$1,135,679, making a total trade of \$5,526,742 for the year. The statement shows that the exportations for the first six months amounted to \$3,560,115 and for the last six months \$830,948. The exportation of wool during the first half of the year reached a value of \$1,950,674 and for the last half it consisted of 85 bales, valued at \$14,825, showing a shrinkage in this article of \$1,935,849. For the calendar year 1896 the importations from the United States amounted to \$1,452,331; these figures, compared with those for the year under consideration, show a decrease for 1897 of \$316,652. Señor MURGUIONDO attributes the falling off in the trade to the political disturbances which existed in Uruguay during 1897. This condition of affairs being ended, he anticipates a restoration of the usual trade between the two countries.

BOLETÍN MENSUAL

DE LA

OFICINA DE LAS REPÚBLICAS AMERICANAS

UNIÓN INTERNACIONAL DE REPÚBLICAS AMERICANAS

VOL. V.

MARZO, 1898.

Nº. 9.

INFORME DE LA OFICINA.

SISTEMA OBSERVADO POR EL DIFUNTO DIRECTOR, MR. JOSEPH P. SMITH—ACTA DE LA COMISIÓN EJECUTIVA—NOMBRAMIENTO DE UN DIRECTOR PROVISIONAL.

El día 28 de febrero de 1898, á las 11 a. m., previa convocatoria del Secretario de Estado, tuvo lugar una reunión de la Comisión Ejecutiva de la Unión Internacional de las Repúblicas Americanas en el Departamento de Estado, estando presentes: El Secretario de Estado, Presidente; El Señor ROMERO, Ministro de México; El Honorable WILLIAM R. DAY, Sub-Secretario de Estado; Mr. FREDERIC EMORY, Director interino de la Oficina de las Repúblicas Americanas.

El Señor ANDRADE, Ministro de Venezuela, no pudo asistir en persona y designó al Señor ROMERO para que le representara, quedando así constituido el quorum de la Comisión.

El Presidente presentó el informe anual del Director de la Oficina, que, á propuesta del Señor ROMERO, fué aprobado, ordenándose se trasmitiese á las dos Cámaras del Congreso de los Estados Unidos y á los Gobiernos representados en la Unión Internacional.

El Sub-Secretario de Estado dió lectura á un informe de Mr. FREDERIC EMORY, referente á la condición de la Oficina.

Se presentó una proposición, que fué aceptada á moción del Señor ROMERO, para que se aprobaran los planes y recomendaciones

del Director Interino y para que se nombrara á Mr. FREDERIC EMORY Director de la Oficina de las Repúblicas Americanas, por un período que no pase del corriente año fiscal, que termina el 30 de junio de 1898.

En dicha proposición se manifiesta que el nombramiento tenía por objeto poner al Director provisional en capacidad de reorganizar de la manera más completa los asuntos de la oficina, cancelar todos los contratos hechos por anuncios, solicitud de suscripciones ó cualesquier otros compromisos de carácter comercial, que en su concepto, fuesen en detrimento de los intereses de la Oficina; y además, reorganizar el cuerpo de empleados, reduciendo el personal ó los sueldos, disponiendo en la materia lo que juzgase más conveniente, “teniendo siempre en consideración los intereses generales de la Unión Internacional y los deseos de la Comisión Ejecutiva.”

La Comisión dió instrucciones al Director de que cancelase de una vez todos los contratos vigentes para conseguir, en comisión, anuncios y suscripciones para las publicaciones de la Oficina y de eliminar la que en Nueva York tenía establecida.

De acuerdo con estas instrucciones, el Director, con fecha 28 de febrero, notificó al agente de anuncios de la Oficina lo que había dispuesto la Comisión Ejecutiva.

Seguirán recibándose como hasta ahora anuncios para el BOLETÍN MENSUAL.

El informe anual de la Oficina, con una nota explicativa del Director Interino, es como sigue :

OFICINA DE LAS REPÚBLICAS AMERICANAS,
UNIÓN INTERNACIONAL DE REPÚBLICAS AMERICANAS.

Washington, U. S. A., 28 de febrero de 1898.

HON. JOHN SHERMAN,

Presidente de la Comisión Ejecutiva,

Unión Internacional de Repúblicas Americanas.

SEÑOR : Tengo el honor de adjuntar el informe anual del Director de la Oficina de las Repúblicas Americanas. Este trabajo fué preparado de acuerdo con las instrucciones del difunto Director de la Oficina, Mr. JOSEPH P. SMITH, y sigue punto por punto las notas que él remitió para que sirviesen de base á dicho documento. El borrador le fué enviado á Miami, Florida, pero llegó cuando

él se hallaba ya demasiado grave para ocuparse del asunto. Abri-
go la confianza, sin embargo, de que el informe es la expresión
de las ideas de Mr. SMITH y como presenta un acucioso resumen
de los trabajos de la oficina bajo su dirección é indica los planes
generales que él tenía en mientes, he creído conducente presentarlo
á la Comisión Ejecutiva para su consideración y para que sea trans-
mitido, como el informe anual de esta Oficina, al Congreso de los
Estados Unidos y á los Gobiernos de las otras repúblicas que for-
man parte de la Unión Internacional.

De Ud. respetuoso servidor,

FREDERIC EMORY,

Director interino.

MIAMI, FLA., 28 de enero de 1898.

SEÑOR SECRETARIO DE ESTADO, *Presidente*, y

SEÑORES MIEMBROS DE LA COMISIÓN EJECUTIVA DE LA UNIÓN
INTERNACIONAL DE REPÚBLICAS AMERICANAS:

SEÑORES: Al presentaros mi primer informe anual como Direc-
tor de la Oficina de las Repúblicas Americanas, me complazco en
felicitaros por la decidida mejora que hay en el carácter y radio de
acción de esta Oficina, cuya sabia creación, como agencia interna-
cional para el desarrollo del comercio y para dar mayor expansión
á las relaciones fraternales de las repúblicas del continente occi-
dental, ha sido, á mi juicio, ámpliamente confirmada por los resul-
tados hasta ahora obtenidos, miéntras que el porvenir promete un
robusto desarrollo á su esfera de actividad para producir mayores
bienes en la práctica. Empresa tan nueva por sus miras como
harto difícil, por que sobre ella pesan elementos de posible desa-
cuerdo, como lo es la unión internacional de diez y nueve gobier-
nos distintos, cada uno de los cuales tiene su individualidad
fuertemente marcada, debe ser, en la naturaleza de las cosas,
experimental en sus comienzos, desarrollándose gradualmente de
año en año.

Difícil sería hallar testimonio más fehaciente, por lo que toca
á la solidaridad general de los intereses de las repúblicas de dos
continentes sur americanos, que el que presenta el mero hecho de
que ésta empresa, aunque frecuentemente amenazada por críti-
cas hostiles de los de afuera, no sólo ha sobrevivido á todos los

ataques, sino que goza hoy, aún más que á los primeros albores de su comienzo, del apoyo más sólido y más decidido de todas las entidades de la Unión. Esta Oficina debe gran parte de su reciente desarrollo á la participación más activa y la vigilancia de los representantes en Washington de las varias repúblicas que de ella forman parte; y acaba de recibir señalada muestra del generoso aprecio que de sus labores hacen en los Estados Unidos, con la reciente disposición dictada por el Congreso para subvenir á los gastos del corriente año fiscal.

Desde la fecha del último informe anual de mi predecesor, 26 de enero de 1897, se han dado á la luz las publicaciones siguientes:

Código de Nomenclatura Comercial en inglés, español y portugués (edición revisada).

Código de Nomenclatura Comercial en español, inglés y portugués.

Código de Nomenclatura Comercial en portugués, español é inglés.

Directorio Comercial de las Repúblicas Americanas, primer volumen.

Servicio Diplomático y Consular de las Repúblicas Latino-Americanas y del Hawai en los Estados Unidos.

Servicio Diplomático y Consular de los Estados Unidos (corregido hasta el 29 de julio de 1897).

Manual de Alasca.

Manual de Guatemala (revisado).

Manual del Hawaii.

Derechos de importación en el Perú, 1896.

Derechos de importación en los Estados Unidos, 1897 (inglés).

Derechos de importación en los Estados Unidos, 1897 (francés).

Derechos de importación en los Estados Unidos, 1897 (portugués).

Derechos de importación en los Estados Unidos, 1897 (español).

Boletín Mensual, desde febrero de 1897 hasta enero de 1898, inclusive.

Directorio de los periódicos de la América Latina.

Lista Oficial de direcciones de la Oficina de las Repúblicas Americanas.

Reciprocidad y Comercio.

Comercio de Hispano-América.

Especificaciones del nuevo edificio de Gobierno en la ciudad de México.

Relaciones de Comercio en América.

Se acompañan ejemplares de estas publicaciones, como Anexos I á XX, inclusive.

El más importante de los trabajos en este año ha sido la preparación del Directorio Comercial de las Repúblicas Americanas. Á poco de haber entrado en el desempeño de los deberes de mi cargo, hube de convencerme de que uno de los medios más eficaces para estrechar las relaciones entre los fabricantes y comerciantes de los diversos países, desarrollando así las industrias y el comercio, era poner á su alcance una fuente de informes fidedigna, en donde hallaran los nombres de aquellos que se ocupan en ramos especiales del comercio y de la industria, acompañada de cuantos datos se pudieran conseguir con relación á las fuentes de riqueza, comercio, manufacturas, usos comerciales, leyes de patentes y derechos de autor, licencias comerciales, tarifas aduaneras, reglamentos de pasaportes, etc., de las repúblicas americanas, las Antillas y las colonias de Centro y sud América, con las cuales están tan íntimamente ligados por relaciones comerciales.

Encontré que los comerciantes de los Estados Unidos, reconocían que una obra de esta índole era de urgente necesidad para la expansión del comercio con los países latino-americanos. Ya la Oficina había publicado directorios comerciales que, aún cuando fueron útiles en la época de su edición, habían envejecido. Comprendí que lo que se esperaba de la Oficina era una como enciclopedia práctica de las industrias y del comercio de los países que forman la Unión Internacional. Obra de tal magnitud exigía, desde luego, grandes gastos para recojer y compilar tan gran caudal de datos, traducirlos al español, portugués y francés y clasificar muchos miles de nombres.

Parecióme que, por sobre todas las cosas, era indispensable que el trabajo se ejecutara con el mayor cuidado posible, para que la publicación fuese reconocida por todos como una obra modelo y autoridad en su clase. En las circunstancias ordinarias esta labor hubiera exigido un largo período de tiempo, pero con la cooperación activa del Departamento de Estado y el aumento del personal de la Oficina para este objeto especial, con la valiosa ayuda de los Gobiernos interesados, por medio de sus representantes en Washington y los empleados de los diferentes ramos de la administra-

ción, llegué á terminar y publicar el primer volúmen, cerca de ocho meses después de haber pensado en el trabajo y cerca de cinco meses del día en que se comenzó á hacer con actividad. Se pensó primero que toda la obra se haría en un volúmen, pero á medida que adelantaba la labor se vió que era tan grande el número de datos valiosos acopiados, que sería necesario hacer dos tomos. El segundo está en preparación y verá la luz el 1º de marzo.

En otras palabras, tendré la satisfacción de haber terminado con éxito, durante el primer año de mi empléo como Director, una empresa que confío sera prueba eficaz de la capacidad de la Oficina para desempeñar el objeto para que fué creada y en especial para dar á la luz publicaciones, que no solamente tienen valor práctico para el comercio, sino que también son de importancia general reconocida para economistas, financieros y legisladores de todo el mundo. Por lo que á esto respecta, confío no se me achacará de egotista si alabo una labor en la que he tomado tan íntima parte, como lo demuestra el testimonio que acompaño, de un gran número de cartas que, sin ser solicitadas, he recibido de personas notables y organizaciones mercantiles (Anexo XXI).

Hállanse en éstas frases de encomio del antiguo Secretario de Estado de los Estados Unidos, el Honorable RICHARD OLNEY, que fué también honorable Presidente de esta Comisión, y uno de los partidarios más firmes del sistema que hoy rige en la Oficina; del Honorable WARNER MILLER, identificado durante años con el Canal de Nicaragua; Mr. WILLIAM E. CURTIS, que fué el primer director de la Oficina; Mr. CLINTON FURBISH, mi inmediato predecesor; Mr. THEODORE C. SEARCH, presidente de la Asociación Nacional de Manufactureros; un número de comerciantes bien conocidos, que por mucho tiempo han estado identificados con el comercio de Sud América y un número de Senadores y Representantes del Congreso de los Estados Unidos.

El 11 de noviembre de 1897 se enviaron ejemplares del primer tomo del Directorio á los Presidentes de las repúblicas que componen la Unión, y ese mismo día se hizo formal presentación de un ejemplar al Presidente de los Estados Unidos, por representantes de la Comisión Ejecutiva, compuesta del Honorable JOHN SHERMAN, Secretario de Estado de los Estados Unidos; el Señor Don MATÍAS ROMERO, Ministro de México y el Señor Don

MARTÍN GARCÍA MEROU, Ministro de la República Argentina. Adjunto un informe en extenso del acto. (Anexo XXII.) También se remitieron ejemplares de la obra á los miembros del Gabinete del Presidente, cuyo recibo anunciaron en términos de cordial aprecio, como se lee en sus cartas que acompañan. (Anexo XXII.) No obstante la creencia de que el Directorio puede soportar el más riguroso exámen, abrigo la esperanza de que las ediciones que se hagan en el porvenir, aumenten el valor que tiene para los grandes intereses en pro de cuyo desarrollo se formó.

La experiencia de la Oficina en la publicación del Código de Nomenclatura Comercial, cuya edición casi por entero está guardada en espera de compradores, me indujo á adoptar los métodos de las casas editoras de mayor éxito, el solicitar suscritores por adelantado. El departamento comercial de la Oficina, establecido necesariamente en Nueva York, como el gran centro mercantil para ese trabajo, ha logrado vender, hasta el 1° de enero, 3,079 ejemplares del Directorio Comercial, cuya suma alcanza á \$15,395. El costo total del Directorio, incluyendo la compilación y redacción de la parte estadística y descriptiva y su traducción á varios idiomas y el acopio y clasificación de más de 100,000 nombres de casas de comercio, fué cerca de \$48,000. El producto del Directorio alcanzará á cerca de \$20,000: por consiguiente el costo neto de la obra será cerca de \$28,000. Soy de parecer que esta inversión está completamente justificada por los grandes resultados que de ella derivarán los intereses comunes.

Además de la preparación del Directorio Comercial, en cuyos trabajos se ha empleado una gran parte del tiempo y de las energías de la Oficina, ésta dió, durante el año pasado, mayores proporciones al BOLETÍN MENSUAL, órgano oficial de la Unión Internacional, y lo mejoró notablemente. La edición de este periódico es ahora de 75,000 ejemplares cada mes, de los cuales mas de 40,000 circulan en los países de la América latina; las entradas, por concepto de anuncios, aumentaron de \$6,416.14 durante el año fiscal que terminó el 30 de junio de 1897, á \$13,025.24 durante los seis meses siguientes al 31 de diciembre de 1897, ó sea más del doble. En los seis meses que trascurrirán desde el 1° de enero ál 1° de julio de 1898, las entradas por aquel concepto no bajarán probablemente de \$30,000, y se abriga la

esperanza de que los gastos de publicación del BOLETÍN puedan sufragarse con el producto de los anuncios.

No es el propósito hacer de aquella publicación una fuente de lucro para la Oficina, sino simplemente obtener los medios de conseguir el mejor material para sus páginas y extender su circulación por todos aquellos puntos que puedan ser de importancia en el desarrollo del comercio internacional. Como se verá, de seguirse este plan, el BOLETÍN se convertirá al cabo en gran agente promotor de los intereses de los fabricantes y de los hombres de negocios de todas las repúblicas.

Cuando me hice cargo de la dirección de la Oficina, me asaltaron dudas respecto á la inserción de anuncios pagos en el BOLETÍN, pero después de haber meditado sobre este punto, me convencí de que los beneficios que de ello habían de derivar las repúblicas americanas, como resultado de la adopción de aquel sistema por los representantes de la Unión Internacional en 1896, justificaban cumplidamente el acuerdo tomado en aquella fecha. Una de las razones más importantes que abonan la inserción de anuncios en un periódico de aquella naturaleza, se encuentra en el hecho de que los anuncios constituyen el único medio de información de carácter práctico de que disponen los habitantes de un país, para venir en conocimiento de las industrias, del comercio y de las oportunidades comerciales, en general, de otros países.

Esto está demostrado claramente por la experiencia práctica de la Oficina, que ha recibido un gran número de cartas de fabricantes, comerciantes y exportadores de los Estados Unidos, en las cuales se le informa que el tráfico comercial ha ganado, á consecuencia de la comunicación directa entre el vendedor y el consumidor, obtenida por medio de los anuncios en el BOLETÍN. Adjunto á este informe se encontrará un número considerable de cartas de importantes casas de comercio de los Estados Unidos, en las que se citan casos de transacciones comerciales obtenidas por aquel medio. (Anexo XXIII.)

Estos beneficios hacen relación directa á los Estados Unidos, y por esta razón yo creo que ésta Oficina tiene motivos para esperar un apoyo proporcional de este país; pero el aumento de tráfico comercial que habrá de seguirse, aprovechará por igual á todos los países que forman la Unión Internacional.

El Código de Nomenclatura Comercial, que el primer Direc-

tor de la Oficina comenzó bajo instrucciones de la Unión Internacional, se concluyó é imprimió—en mejor forma que la proyectada en un principio—en inglés, español y portugués, conteniendo cada tomo los equivalentes en los tres idiomas mencionados, en los tres meses siguientes á mi nombramiento de Director.

La importancia de esta obra en cuya preparación se emplearon siete años, es generalmente reconocida por todas las personas interesadas en el comercio latino-americano, y es de esperarse que como consecuencia de su aplicación al uso práctico, será en su día aumentado y perfeccionado.*

Durante el verano pasado, la Oficina publicó dos manuales, el de Alasca y el de Hawaii, por haber tomado en consideración el interés popular que despertaron el descubrimiento de depósitos de oro en aquel territorio y el proyecto de anexión de Hawaii á los Estados Unidos, así como también la necesidad de suministrar informes á estos respectos, necesidad que se esperaba que la Oficina satisficiera. Las islas de Hawaii, aunque no forman parte de la Unión, fueron incluidas en el programa de los trabajos de la Oficina, y yo creo que las especiales relaciones de aquellas islas con los Estados Unidos, justifican su inclusión en la esfera de actividad de la Oficina. Por igual razón se incluyó el capítulo sobre dichas islas en el volumen I del Directorio Comercial. La pronta publicación de los cambios ocurridos en los aranceles de aduana de los diversos países que componen la Unión, se llevó á cabo durante el año, y se tiraron ediciones especiales de las nuevas tarifas de aduana del Perú y de los Estados Unidos; la de este último país se publicó en español, portugués y francés, de igual suerte que en inglés. Se están preparando ediciones corregidas de los manuales del Brasil, de Colombia, Costa Rica, México y Venezuela, que se publicarán tan pronto como sea posible, en volúmenes más extensos, y con los últimos datos estadísticos.

Además de las publicaciones descritas, la Oficina ha creado una sección de información para contestar de la manera más pronta, exacta y completa que sea posible, las numerosas preguntas relativas á datos específicos sobre las repúblicas de la América latina que se reciben cada día en la Oficina. Desde el 1° de setiembre se han

* Véase el BOLETÍN de febrero, página 1354. El Código de Nomenclatura Comercial fué adoptado por el Departamento del Tesoro de los Estados Unidos como obra de uso en las aduanas.

recibido 400 comunicaciones de esta clase, las cuales han sido contestadas con prontitud, después de practicadas las oportunas investigaciones: esto ha contribuido al mejor conocimiento del estado general de los negocios entre los países naturalmente interesados en el más amplio intercambio de sus productos. Y como los trabajos de la Oficina se aumentaron en proporciones tales, se hizo necesario aumentar considerablemente el personal de la Oficina para atender á la necesidad de publicar cuanto antes el Directorio Comercial. Cuando el período de urgencia hubo pasado, el personal fué reducido casi á su número normal, pero puedo decir francamente que si el trabajo de la Oficina ha de responder á las necesidades del desarrollo del comercio entre las repúblicas del hemisferio occidental, hay necesidad de emplear un personal nutrido y costoso. Además de un considerable número de amanuenses, es absolutamente indispensable contar con traductores idóneos, capaces de hacer la pronta versión al español, portugués y francés, del número considerable de datos dispuestos para publicación.

Además de estos empleados, la Oficina debería contar con los servicios de escritores competentes en los puntos económicos que constituyen la base del desarrollo sólido del comercio entre las repúblicas americanas. El trabajo que, previa la aprobación de la Comisión Ejecutiva, habrá de continuar con inquebrantable energía, exige la mayor habilidad y sería inútil ocultar el hecho de que los grandes fines de la Unión Internacional no podrán llevarse á cabo con éxito, sin contar con un presupuesto más amplio que el que hasta el presente ha tenido la Oficina. Esto aparece más evidente cuando consideramos el hecho de que aun los trabajos llevados á cabo por mis predecesores—que aunque realizados de modo imperfecto y poco satisfactorio, les recomienda en grado sumo, si se tienen en cuenta las condiciones desventajosas que los presidieron—no habrían podido llevarse á la práctica sin haber excedido los términos del presupuesto, que nunca subió de \$36,000 anuales.

Fácil es cerciorarse, previa investigación, de que los anteriores directores de la Oficina se vieron obligados á recurrir á ciertos expedientes para poder llevar á cabo las publicaciones que han venido dando á la luz pública de cuando en cuando. Habría sido imposible hacer esto contando sólo con los fondos que tenían á su disposición. Se realizaron estos trabajos por virtud de la

autorización que se obtuvo del Congreso de los Estados Unidos, para imprimir los diversos manuales y otras publicaciones como documentos del Congreso, cuyos gastos habrían de cargarse, por tanto, al fondo general para impresos. Sin embargo de esto, hubo déficits en las cuentas con el Impresor Público, y recientemente se ha descubierto que esta deuda asciende á una suma considerable. Como yo no gocé de la ventaja de mis antecesores respecto á la autorización mencionada, me encontré en una situación de grande perplejidad al tratar de resolver las dificultades. Sin embargo, espero que este punto será resuelto satisfactoriamente por el Congreso de los Estados Unidos.

La adición temporal de un cierto número de empleados al personal de la Oficina, dió márgen necesariamente al aumento de los gastos; y el pago de estos trabajos ha venido haciéndose con las entradas por concepto de anuncios después de haberse agotado el monto del presupuesto. En estas circunstancias llamé la atención sobre el asunto al Secretario de Estado de los Estados Unidos, y se pidió al Congreso de los Estados Unidos que votara un presupuesto suplementario por \$41,972 para cubrir los gastos de la Oficina durante los seis meses que terminarán el 30 de junio de 1898. Este presupuesto fué votado sin objeciones, hecho éste que demuestra que el Congreso apreció el valor práctico de los trabajos de la Oficina.

También se ha hecho la recomendación al Congreso de votar la suma de \$36,000 para los gastos de la Oficina en el año fiscal que termina el 30 de junio de 1899. Deséo consignar, sin embargo, que este importe, no responde, á mi juicio, á las futuras necesidades de la Oficina, y yo me permito indicar á los representantes de los países que componen la Unión Internacional, la conveniencia de tomar medidas para asegurar á la Oficina el uso de las cantidades con que contribuyen las otras repúblicas, que al presente se pagan al Tesoro de los Estados Unidos, para reembolsar á éste del importe de las cuotas de los diferentes países. De esta suerte, las entradas por aquel concepto serían de unos \$45,000 á \$50,000. Aún esto sería totalmente inadecuado á las actuales exigencias, y es de esperarse que se tomen las medidas oportunas para asegurar á la Oficina una entrada en armonía con el valor é importancia práctica de sus trabajos.

Uno de los puntos en que he venido fijando mi atención desde

que me familiarizé con el carácter y fines de esta Oficina, es la necesidad de una cooperación activa de todos los miembros de la Unión Internacional, no solamente de parte de los gobiernos de aquellos países, á los cuales estoy altamente reconocido por el valioso apoyo que han prestado á esta Oficina, sino de los elementos industriales y comerciales de todas clases. Yo creo que el mejor modo de servir este propósito no sería otro que el nombramiento de delegados representantes de la Oficina que hayan de prestar sus servicios gratuitamente en los principales centros industriales y comerciales de los diversos países. Sería entonces obligación especial de la Oficina mantener perfectamente informados á estos representantes respecto al desarrollo del comercio y sus oportunidades, condiciones del mercado, exigencias de los consumidores, etc., según los datos que ésta reciba de sus diversas fuentes de información; y los comisionados, á su vez, suministrarían á la Oficina, desde sus respectivas localidades, un gran número de valiosos informes, llamando al mismo tiempo la atención de las localidades vecinas, más inmediatas hácia los trabajos de la Oficina. Yo confío en que esta idea se recomendará por sí misma á la consideración de la Comisión Ejecutiva y que ésta prestará su cooperación á lo que yo conceptúo como medio práctico y eficaz de extender las relaciones comerciales.

Tengo el placer de informar á la Comisión Ejecutiva que la Oficina, por méritos de la recomendación de la Comisión y de los buenos oficios de los representantes de los países latino-americanos en los Estados Unidos, y de los ministros de los Estados Unidos en aquellas repúblicas, ha obtenido el valioso privilegio de utilizar gratuitamente el servicio postal de las repúblicas de Costa Rica, Ecuador, Guatemala, Haiti, Honduras, Nicaragua y Venezuela, para la distribución de sus publicaciones. Desde que me hice cargo de la Oficina, consideré de gran importancia la concesión de aquel privilegio y consigno con placer el hecho de que las diversas repúblicas accedieron prontamente á mi solicitud. Antes, México era el único país de la Unión Internacional que había extendido aquel privilegio á las publicaciones y á la correspondencia de la Oficina. Yo confío en que, con el tiempo, todos los miembros de la Unión Internacional accedan á la concesión de dicho privilegio que representa una gran economía en los gastos generales de la Oficina.

Una de las pruebas más satisfactorias que ha llegado hasta á mí, de la creciente estimación que existe por los trabajos de la Oficina, es el interés activo que han demostrado grandes organizaciones mercantiles de los Estados Unidos, como la Asociación Nacional de Manufactureros, los Museos de Filadelfia, las Asociaciones de Exportadores de Nueva York, el Club Español de San Luis y otras. Estas diversas sociedades, desde hace tiempo, vienen haciendo esfuerzos especiales para cultivar y ensanchar las relaciones comerciales entre los Estados Unidos y sus vecinos del Sur. Los Museos de Filadelfia han dado notable prueba de su liberalidad y espíritu emprendedor con la gira que durante el verano pasado hicieron por los Estados Unidos los comerciantes de la América latina; ésta fué resultado de los esfuerzos especiales de aquella empresa. La Asociación Nacional de Manufactureros acaba de tomar últimamente una medida práctica de grande importancia, como lo es el establecimiento de un almacén de muestras en Caracas. Todas estas organizaciones reconocen de hecho que esta Oficina podría servir como instrumento poderoso, no para adelantarse ó sobreponerse á sus trabajos, sino para ayudarlos con esfuerzos inteligentes y bien dirigidos. Yo concibo la misión de la Oficina como una inmensa agencia cuyo objeto es mostrar el camino y apartar los obstáculos con que tropiezan las empresas de particulares ó de compañías.

La parte mercantil que se ha introducido en el manejo de la Oficina, ha sido, á mi entender, útil para alcanzar esos fines. Sería, en mi concepto, infortunado que la Oficina colidiera, innecesariamente, en detalles con cualquier agencia organizada para dar expansión al comercio. Creo que todas estas agencias deberían ser estimuladas y ayudadas en su desarrollo; y tengo confianza en que el mejor modo de ensanchar sus intereses, es cooperar con la Oficina en sus esfuerzos para infundir inteligencia y energía en el curso general del comercio entre los distintos países. Todo cuanto tienda al aumento de las rentas de la Oficina y á su perfeccionamiento redundará al fin en beneficio de todos aquellos que tratan de conseguir mayor porción del comercio entre las distintas repúblicas. Por estas mismas razones, es patente el interés de la Oficina en las diversas empresas que hay para celebrar exposiciones de las industrias y el comercio de los diferentes miembros de la Unión, para establecer museos de manufacturas y otros

productos, para aumentar el radio de las agencias de inteligencia comercial y todas los proyectos análogos.

Con este motivo deseo llamar particularmente la atención á la Exposición Trans-Misisipiana de Omaha, que se celebrará en el próximo verano; á la Exposición Pan-Americana de 1889 en Buffalo, que merece especialmente el apoyo más decidido de la Unión Internacional; á la Exposición de Paris in 1890 y también á las exposiciones proyectadas en varios de los países que forman la Unión. En mi concepto, la Oficina de las Repúblicas Americanas debe estar representada de una manera adecuada en todas estas exposiciones y la necesidad de hacerlo así es otra de las razones para que se aumenten sus rentas. Someto, respetuosamente, este asunto á la consideración especial de la Comisión Ejecutiva, y me complacería ver aprobado formalmente el plan indicado.

Otra de las materias que ha ocupado sériamente mi atención y que me ha interesado más y más, á medida que me he ido familiarizando con las condiciones prácticas del comercio entre los distintos países de este hemisferio, es la necesidad absoluta de hacer convenios eficaces de reciprocidad para el desarrollo propio del comercio americano entre los americanos. Asunto es este, como lo sabe la Comisión Ejecutiva, encomendando al estudio de un Comisionado Especial Plenipotenciario de los Estados Unidos y confío sinceramente en que sus labores sean ricas en resultados prácticos para todos los países que forman la Unión Internacional. A mi juicio, no es de dudarse que los fabricantes de los Estados Unidos estén sumamente ansiosos de entrar en convenios de esta índole, que les permitan disponer de sus productos entre los países latino-americanos y que su influencia será agente poderoso para conseguir concesiones tales, que aseguren á aquellos países más amplia salida de sus productos en los Estados Unidos. Considero como deber especial mio ayudar de cuantos modos estén á mi alcance al desarrollo de ese movimiento, y es para mi particularmente grato notar que existen muchas indicaciones de la misma índole, no tan solamente en los Estados Unidos, sino también en las repúblicas sus asociadas en la Unión Internacional.

Para mí es profundamente penoso que el estado de mi salud, en los seis meses últimos, haya sido tal que me impidiera poner en ejecución los planes que me había propuesto seguir, con la

energía que mi presencia constante en el lugar de acción me hubiera permitido poner en juego. Confío, empero, en que ninguno de los intereses de la Oficina haya sufrido menoscabo, sino que por el contrario, haya progresado de manera notable. Al mejorar mi salud, será para mí motivo de gran placer entrar de nuevo en el desempeño de mis deberes con la conciencia de haber merecido vuestra aprobación y saber que puedo contar con vuestra cooperación para hacer más extenso el radio de acción de la Oficina, dirigiéndola de modo que dé por resultado final el goce completo de los planes tan sabios como generosos á que obedece la creación de la Unión Internacional.

Acompaño una demostración de los ingresos y egresos de la oficina hasta el 1° de enero de 1898. (Anexo XXIV.)

Con protestas de agradecimiento al Honorable Presidente de la Comisión Ejecutiva y á los distinguidos Ministros que la componen, por sus direcciones y consejos en varios momentos críticos por que ha pasado la Oficina durante el año pasado,

Tengo el honor de suscribirme, obediente servidor,

JOSEPH P. SMITH, *Director*.*

ANEXOS.

I-XX. Publicaciones de la Oficina de las Repúblicas Americanas.

XXI. Cartas de hombres de negocios recomendando el Directorio Comercial.

XXII. Relato de la presentación del Directorio Comercial al Presidente de los Estados Unidos; carta de envío y cartas de los miembros del Gabinete referentes á la materia.

XXIII. Cartas de hombres de negocios relativas á los anuncios en el BOLETÍN MENSUAL.

XXIV. Ingresos y egresos de la Oficina.

Por motivo de su extensión omítese aquí estos anexos.

ANUNCIOS EN EL BOLETÍN.

La circular que sigue, explicando el proceder de la Comisión Ejecutiva al rescindir el contrato que tenía celebrado con Mr. CHARLES E. LOCKE, agente de anuncios que fué de la oficina, ha

* Cuando el informe precedente le fué sometido á Mr. SMITH para su aprobación, él estaba ya gravemente enfermo. Como se ha dicho, este documento fué preparado con los datos que él escribió.

sido enviada á los anunciadores en el BOLETÍN MENSUAL, y á Juntas de comercio, publicaciones comerciales, comerciantes de nota, etc:

OFICINAS DE LAS REPÚBLICAS AMERICANAS
UNIÓN INTERNACIONAL DE REPÚBLICAS AMERICANAS,
Washington, U. S. A., 5 de marzo de 1898.

SEÑOR:

Pongo en conocimiento de Ud. que en la reunión celebrada el 28 de febrero por la Comisión Ejecutiva de la Unión Internacional de Repúblicas Americanas, fuí nombrado Director de la Oficina de las Repúblicas Americanas, por un período de tiempo que no pase del año fiscal que termina el 30 de junio de 1898, con el objeto de reorganizar los asuntos de la Oficina. En dicha reunión recibí instrucciones de rescindir el contrato celebrado con Mr. CHARLES E. LOCKE, para conseguir, en comisión, anuncios y suscripciones para las publicaciones de la Oficina, por haberse visto que este sistema causaba gastos por mucho superiores á los ingresos y que al mismo tiempo ponía en conflicto los intereses de las publicaciones comerciales y casas editoras de los Estados Unidos, con esta Oficina.

El objeto primordial de la Comisión Ejecutiva, que, como Ud. sabe, está compuesta de los representantes de las repúblicas latino-americanas y de los Estados Unidos, fué crear una renta de los anuncios, que ampliase el radio de utilidad de la Oficina, sin causar mayores gastos á los Gobiernos que de ella forman parte.

Abrígase la creencia de que se pueden servir estos intereses sin causar perjuicio á los de particulares en el país, si se continúa recibiendo anuncios para el BOLETÍN MENSUAL de la Oficina, haciendo dicha publicación tan valiosa que merezca el apoyo, no tan sólo de las casas de comercio que solicitan mercados en los países latino-americanos y de los exportadores de allá que deseen vender sus mercancías en los Estados Unidos, sino también de las publicaciones comerciales y de todos los intereses que puedan derivar beneficios con el desarrollo del comercio con la América latina.

Aun no se han perfeccionado los detalles de este ramo de la Oficina; mientras se logra hacerlo, ruego á Ud, respetuosamente, que estudie con atención el asunto. Mucho me complacería poder contar con su apoyo en mis esfuerzos para llevar á cabo lo que, según mi conocimiento personal, era el plan del difunto Director JOSEPH P. SMITH, esto es, colocar los trabajos de la Oficina en la esfera digna que le corresponde, haciendo de ella una agencia activa para el desarrollo del comercio entre las Repúblicas de América.

Soy su atento servidor,

FREDERIC EMORY,
Director.

RELACIONES COMERCIALES EN AMÉRICA—IX.*

RIQUEZAS INTERIORES DE LA AMÉRICA CENTRAL.

En el número del *BOLETÍN MENSUAL* correspondiente al mes de febrero, se trató de las riquezas interiores de México. Vamos ahora á hablar de las de la América Central, que es una de las tres grandes secciones en que se divide nuestro continente.

Con una extensión territorial casi igual á la de Francia, la América Central contiene apenas una población menor que la de Bélgica, cuyo territorio es mucho más pequeño que el de la República de Costa Rica. Teniendo un suelo riquísimo que da en abundancia todos los productos de la zona tropical, con una posición geográfica sin rival, gozando de un clima suave y saludable, con un inmenso litoral sobre ambos mares y con la perspectiva de un canal interoceánico á traves de su territorio, la América Central está destinada á un brillante porvenir y á ser uno de los grandes emporios del comercio universal.

La falta de buenas vías de comunicación entre los cinco Estados ha estorbado, hasta cierto punto, el desarrollo de aquel bello país, pero de algunos años á esta parte, se trabaja con actividad en la construcción de ferrocarriles, que si bien hasta el día están destinados solamente al tráfico interior de cada sección, más tarde las enlazarán á todas y darán por resultado un gran incremento en la industria, la agricultura y el comercio.

Las principales vías férreas que en la actualidad existen en la América Central son éstas: en Guatemala, el Ferrocarril del Sur, que parte del puerto de San José, en el Pacífico, pasa por Escuintla y termina en la capital, después de haber recorrido un trayecto de 75 millas; el Ferrocarril Occidental, que tiene 41 millas de largo y une á San Felipe con el puerto de Champerico; un ramal del Ferrocarril del Sur, entre Escuintla y Patulul; una línea de Iztapa á la estación de Naranjo, en el Ferrocarril del Sur ó Central, y 129 millas del Ferrocarril del Norte, desde Puerto Barrios á Rancho de San Agustín. En El Salvador hay la línea férrea que

* El primero de esta serie de artículos por el difunto Director JOSEPH P. SMITH, fué publicado en el *BOLETÍN MENSUAL* correspondiente al mes de julio de 1897. Se continuara la publicación de estos artículos, escritos por varios colaboradores y de conformidad con el plan adoptado por el mencionado Señor SMITH.

va del puerto de Acajutla á la ciudad de Santa Ana; la de Armenia á la Ceiba, y la de Santa Tecla á la capital. Honduras tiene un ferrocarril que une á Puerto Cortéz con San Pedro Sula. En Nicaragua existe una buena línea férrea dividida en dos secciones. La primera corre de Corinto á Momotombo, sobre el lago de Managua, por una distancia de 58 millas, y la segunda, que es de 32 millas, va de Granada á la capital, que también está situada á orillas del mismo lago. La comunicación entre este último punto y Momotombo se hace por medio de vapores pequeños, pero muy cómodos y bien contruidos.

Costa Rica cuenta con dos ferrocarriles abiertos al tráfico, uno hacia el Atlántico y otro hacia el Pacífico. El primero es de la mayor importancia, como que une á la capital con el puerto de Limón, que es el principal de la República y uno de los mejores de la América Central. Esta línea tiene una extensión de 117 millas y termina en Alajuela. La otra vía férrea corre de Esparta al puerto de Puntarenas y es solamente de $14\frac{1}{2}$ millas. Entre los ferrocarriles que al presente se construyen en la América Central, deben mencionarse los siguientes: en Guatemala, el Ferrocarril del Norte, entre Puerto Barrios y la capital de la República, una parte del cual está ya terminada, como queda dicho; en El Salvador está para concluirse un ferrocarril del puerto de la Unión á la capital, que tendrá más de 200 kilómetros de largo y que pasará por las principales ciudades del oriente. También se está construyendo la sección de la Ceiba á Santa Tecla. En Nicaragua están muy adelantados los trabajos en la vía férrea de Masaya á Diriamba, que atraviesa por una de las partes del país donde se produce mejor café, y en Costa Rica se ha dado principio á la construcción del ferrocarril al Pacífico.

Los principales productos de la América Central son café, azúcar, cacao, añil, maíz, tabaco, goma elástica ó hule, cueros, maderas de construcción, palos de tinte y todas las frutas tropicales, entre las cuales ocupa el principal lugar el plátano. El café centroamericano es famoso en todos los mercados del mundo. Su cultivo se ha desarrollado en los últimos años de una manera asombrosa y continúa aumentando, á pesar de que el precio del artículo ha bajado considerablemente. En Guatemala y Costa Rica la cosecha de café representa la mayor parte de la producción nacional. En la primera de estas Repúblicas había en 1892 una extensión de algo más de 964 caballerías dedicadas al cultivo

del café y el número de árboles era entonces de 64,186,922. La cosecha ascendió á 36,999,464 libras en aquel año.

El café es el gran producto de Costa Rica, adonde fué llevado por primera vez en 1796, y el que se da en aquel país es de superior calidad, como se prueba por los altos precios que ha obtenido en los mercados de Europa, principalmente en Inglaterra. Se exportan anualmente cerca de 40,000,000 de libras. En la Exposición de Chicago hubo 75 expositores de café costarricense, de los cuales 55 recibieron medallas, proporción que no logró ninguno de los otros países que figuraron en aquel gran certamen. En El Salvador el café se da en todos los departamentos del Estado. En las tierras altas que se encuentran en el interior de Honduras se produce café de excelente calidad, y aunque hasta ahora la producción ha sido limitada, todo indica que dentro de poco tiempo habrá aumentado notablemente. En un informe que dirigió al Departamento de Estado, con fecha 6 de febrero de 1897, acerca del cultivo de café en Nicaragua, el Ministro BAKER se expresó como sigue :

“Para ilustrar el desarrollo que ha tenido la industria del café en esa sección (Matagalpa), observaré que cuando llegué á este país, hace cuatro años, no había aquí más que veintiocho americanos, contando hombres, mujeres y niños. En la actualidad hay una colonia de noventa americanos. * * * En 1893 el número de cafetos se calculaba en menos de 50,000, y de éstos muy pocos estaban frutando; hoy existen más de 7,000,000 de árboles. Si la estación es buena, se cree que la cosecha del año entrante alcanzará á 4,000,000 de libras, debido á que los nuevos cafetos van á estar dando fruto. El capital americano invertido en Matagalpa en 1893 no pasaba de \$50,000 en moneda de los Estados Unidos. Al presente, las compañías americanas han invertido la cantidad de \$405,000 y los particulares la suma de \$155,000, lo cual arroja un total de \$560,000, oro.”

Según datos suministrados por la Oficina de Estadística del Ministerio de Hacienda de los Estados Unidos, las exportaciones de café de la América Central para este país fueron en 1897 como sigue :

De Costa Rica.....	\$3,439,374
De Guatemala.....	1,862,589
De Honduras.....	847,230
De Nicaragua.....	1,262,701
De El Salvador.....	1,112,534

Todas estas cantidades son en oro americano.

El cacao de Centro América es justamente renombrado y el de Guatemala es el mejor del mundo, pero casi todo se consume en el país y así es que no constituye un artículo importante de exportación.

La cría de ganado es una de las grandes riquezas de la América Central y de todos los cinco estados, Honduras es probablemente el que reúne las mayores ventajas para esta industria, aunque Guatemala y Nicaragua las ofrecen también en gran escala.

El tabaco centroamericano es tan bueno como el de México y los cigarros salvadoreños gozan de grande y bien merecida reputación.

El plátano ó banano es uno de los productos más importantes de la América Central. Es una planta de cultivo sencillísimo y que rinde opimo fruto con pequeños esfuerzos. La exportación de este artículo de varios puntos de la costa centroamericana sobre el Atlántico, ha crecido muchísimo y aumenta de año en año. Toda la cosecha se envía á los Estados Unidos y hay líneas de vapores que se dedican á este tráfico casi exclusivamente.

La América Central es uno de los países del Nuevo Mundo más ricos en minerales y casi por todas partes se encuentra oro, plata, hierro, cobre, plomo, azogue, carbón de piedra, etc. La explotación de minas de oro constituye una gran industria, en la que están interesadas muchas compañías extranjeras. Honduras es quizá el país centroamericano que contiene el mayor número de minas y su riqueza mineral es incalculable; pero también Guatemala, Nicaragua y Costa Rica ocupan un lugar muy prominente por sus depósitos de oro y de otros metales. La explotación de éstos no ha llegado aún á su completo desarrollo y todo parece indicar que lo que hasta ahora se conoce de la gran riqueza metalífera de la América Central parecerá poca cosa cuando se haya descubierto lo que todavía está por conocerse.

Larga tarea sería enumerar detenidamente uno por uno todos los productos que da el privilegiado suelo de la América Central, pero lo que dejamos consignado atrás demuestra cuán rica es aquella tierra, que habitada hoy apenas por poco más de tres millones de seres humanos, pudiendo contener holgadamente treinta millones, produce, en proporción á su población, tanto como los países más productores del globo.

El tráfico de los Estados Unidos con los países centroamericanos ha tomado en los últimos años un gran incremento. Según los datos suministrados por la Oficina de Estadística del Ministerio de Hacienda de los Estados Unidos, las exportaciones de este país á la América Central durante el año económico de 1896-97, fueron como sigue:

A Costa Rica	\$1,292,709
A Guatemala.....	2,992,118
A Honduras	669,682
A Nicaragua	1,038,664
A El Salvador	1,596,861

Lo que este país importó de aquéllos en el mismo período fué lo siguiente:

De Costa Rica	\$3,439,374
De Guatemala.....	1,862,589
De Honduras	847,230
De Nicaragua	1,262,701
De El Salvador	1,112,534

La América Central ofrece vastísimo campo al espíritu de empresa del pueblo americano. Sus puertos están en constante comunicación con los de los Estados Unidos en el Atlántico y en el Pacífico. Las principales líneas de navegación entre este país y los Estados centroamericanos, son la "Pacific Mail Steamship Line," cuyos vapores salen de San Francisco de California y tocan en todos los puertos de la América Central sobre el Pacífico; la línea "Atlas," cuyos vapores van á Limón, en Costa Rica, á Puerto Barrios, en Guatemala, y á San Juan del Norte, en Nicaragua; la "Panama Railroad Steamship Line," que hace viajes regulares entre Nueva York y Colón, en Colombia, y cuyos vapores hacen conexión con los de la "Pacific Mail," que corren de Panamá á los puertos centroamericanos; la "New York and Central American Steamship Line," que va de Nueva York á Puerto Barrios; la "New Orleans, Belize Royal Mail, and Central American Steamship Company, Limited," de Nueva Orleans á Puerto Barrios; la "Royal Mail Steamship Co.," que tiene vapores que van semanalmente de Nueva Orleans á Puerto Cortéz, y algunas otras.

Por su proximidad á los Estados Unidos, la América Central tiene naturalmente que estrechar cada día más sus relaciones

comerciales con este país, pues produciéndose aquí, tan bien ó mejor que en Europa, todos los artículos que en los cinco estados se consumen, no parece existir razón alguna para que vayan á buscarlos al otro lado del Atlántico. Si hasta hoy el tráfico de aquellos pueblos con los Estados Unidos no tiene toda la importancia que debería tener y que tendrá en día no lejano, esto se debe, en gran parte, á que todavía no se comprende bien en algunos puntos de la América Central lo que vale la industria norteamericana. Los fabricantes de este país no se han empeñado quizá lo bastante en dar á conocer sus productos á los comerciantes centroamericanos, y por eso no es de extrañar que, acostumbrados éstos por largos años á traficar con Europa, continúen haciéndolo todavía en considerable escala, á pesar de la distancia que separa á la América Central de los mercados del Viejo Mundo.

Cuando se ha establecido una corriente comercial, es difícil tarea el desviarla, y esto solamente puede conseguirse por medio de grandes y constantes esfuerzos, que demuestren á los consumidores las ventajas que un nuevo mercado ofrece sobre los viejos. Además, siendo el comercio cuestión de intereses y no de sentimiento, la reciprocidad es indispensable para su desarrollo, pues cada país irá á buscar siempre lo que necesite á aquél que, á su vez, le tome en cambio sus productos. El día que los comerciantes centroamericanos lleguen á convencerse de que los artículos que exportan pueden venderse más ventajosamente en los Estados Unidos que en Europa, y de que pueden comprar en este país á los mismos precios y en iguales condiciones mercancías tan buenas como las que compran en Francia, Inglaterra y Alemania, por ejemplo, y aun mejores, todo el tráfico de la América Central se hará con este país, porque la distancia que separa á los puertos centroamericanos de los grandes centros industriales de Europa haría imposible la competencia por parte de éstos. De Nueva York al puerto de Limón, en Costa Rica, hay 2,025 millas, y de Nueva Orleans al mismo punto, solamente 1,340. De San Francisco á Puntarenas, en Costa Rica, hay 2,793 millas, y siendo ésta la república centroamericana que está más al sur, es claro que sus puertos se encuentran algo más distantes de los Estados Unidos que los de Guatemala, El Salvador, Honduras y Nicaragua. Sin embargo, compárense las referidas distancias con las que median entre el litoral centroamericano sobre el Atlántico

y los puertos de Inglaterra, Francia y Alemania, y desde luego se notará la ventajosa posición de los Estados Unidos, tratándose del tráfico con la América Central. El establecimiento de una exhibición permanente de manufacturas americanas en Centro América, como la que se ha abierto en la capital de Venezuela, contribuiría notablemente al objeto en referencia. Sería asimismo de gran utilidad el envío de agentes comerciales competentes, conocedores del país, de sus gustos y de su idioma, que fueran á demostrar de una manera práctica al pueblo centroamericano que los Estados Unidos pueden suministrarle todos los artículos que le suministra Europa.

Pero hay un punto sobre el cual no se puede insistir demasiado, y es el de los créditos, que son la base del comercio entre las naciones latino-americanas y las europeas. Mientras los comerciantes de la América Central no puedan obtener en los Estados Unidos los mismos plazos que obtienen en Europa para hacer sus pagos, no se logrará el objeto deseado. Y es bueno que esto se tenga siempre presente, porque es el punto de partida de toda la cuestión. Es indudable que, á pesar de los obstáculos con que ha tropezado, el desarrollo comercial entre los Estados Unidos y la América Central se hace sentir cada día más; pero si estos mercados fueran mejor conocidos allá, si las facilidades bancarias fueran mayores, si los fabricantes americanos se esforzaran por satisfacer el gusto especial de aquellos pueblos, ofreciéndoles los artículos á que están acostumbrados, y, sobre todo, si les vendieran á los precios á que les vende Europa y bajo idénticas condiciones, no tardaría en llegar el momento en que, desde Guatemala hasta Costa Rica, los comerciantes norteamericanos dominarían el tráfico sin encontrar competencia digna de temerse.

La América Central ha despertado siempre gran simpatía entre el pueblo de los Estados Unidos, y estadistas, escritores y economistas notables de este país le han dedicado especial atención. La Gran República no puede ser indiferente al desarrollo de naciones con las cuales la ligian tradiciones históricas, así como intereses políticos y comerciales. Tierra destinada, como dijimos atrás, á un hermoso porvenir, aquel pedazo del continente americano, que sirve de lazo de unión á las dos grandes secciones del norte y del sur, ha atraído las miradas del mundo, y refiriéndose á él, escribía hace más de cuarenta años un distinguido viajero ameri-

ción de petróleo en la República Argentina es de unos \$905,000, oro, anualmente.

La producción de sal en el Perú, que es monopolio del Gobierno, tiene también gran importancia. La República Argentina importa sal de Europa por valor de \$400,000, oro, anuales. España solamente exportó á la República en 1895, 635,235 hectólitros, valuados en \$380,000, oro.

Hay dos líneas de vapores entre el Callao y Buenos Aires: la Kosmos (alemana), y la Pacific Steam Navigation Company (inglesa), cuyos fletes son relativamente bajos.

El Señor GUESALGA aboga en su artículo por un tratado comercial entre los dos países, por el cual el trigo y la harina de la Argentina podrían ser admitidos libres de derecho en el Perú, con una cláusula de reciprocidad aplicable al petróleo y á la sal del Perú.

El Perú importa trigo de Chile, Nueva Zelándia y California; su consumo es de unos 70,000,000 de kilogramos anualmente. Podrían importarse también en el Perú ganado en pié, tasajo, etc.

La actual producción de petróleo del Perú es próximamente de 500,000 barriles, de 160 litros cada uno, extraídos anualmente de 44 pozos.

La exportación de sal es muy considerable; en los nueve primeros meses de 1896 se exportaron:

	Kilógramos.
Colombia.....	1, 500, 000
Chile.....	5, 500, 000
Ecuador.....	1, 380, 000
Total	8, 380, 000
Consumo doméstico.....	7, 814, 500
Consumo industrial	700, 000
Total	16, 894, 500

La producción de trigo en la República Argentina, de 1891 á 1895, es como sigue:

	Toneladas.
1891.....	395, 555
1892.....	470, 110
1893.....	1, 108, 137
1894	1, 608, 249
1895.....	1, 010, 269

BRASIL.

KILÓMETROS DE VÍA FÉRREA, Y FERROCARRILES EN CONSTRUCCIÓN.*

MR. FRANK D. HILL, Cónsul de los Estados Unidos en Santos, ha dirigido al Departamento de Estado un informe general sobre los ferrocarriles del Brasil, su extensión, anchura de la vía, equipo, etc. Se publican los siguientes datos tomados de dicho informe, por ser de interés general.

Los ferrocarriles que estaban abiertos al servicio público, y las líneas en construcción, el 31 de diciembre de 1896, eran:

Ferrocarriles.	Abiertos al Tráfico.		En Construcción.	
	<i>Kilómetros.</i>	<i>Millas.</i>	<i>Kilómetros.</i>	<i>Millas.</i>
Líneas del Gobierno Federal....	3, 190	1, 952	.....	.....
Líneas subvencionadas (sujetas á la inspección del Gobierno).	3, 912	2, 430	5, 953	3, 699
Líneas no subvencionadas.....	1, 593	990	619	384
Líneas pertenecientes al Estado.	5, 246	3, 260	1, 416	880
Total	13, 941	8, 662	7, 988	4, 963

Los ferrocarriles de la primera clase, ó pertenecientes al Gobierno Federal, tienen una extensión total de 3,190 kilómetros (1,982 millas), que representan un capital efectivo de 324,733,121 milreis (\$45,462,637), detallado de la manera siguiente:

Líneas.	Extensión abierta al tráfico.		Capital.	
	<i>Kilómetros.</i>	<i>Millas.</i>	<i>Milreis.</i>	<i>Pesos.</i>
Central del Brasil.	1, 217	758	178, 978, 486	25, 056, 988
Sobral	215	134	9, 323, 328	1, 306, 526
Baturité.....	267	166	14, 387, 941	2, 014, 876
São Francisco	451	280	20, 410, 045	2, 857, 406
Central de Pernambuco	179	112	32, 520, 352	4, 692, 285
Paulo Afonso.....	116	69	6, 821, 449	955, 003
Porto Alegre de Uruguay	458	285	27, 432, 449	3, 840, 543
Río de Oro.....	87	54	2, 465, 020	345, 103
No especificado por el Cónsul...	200	124	31, 385, 051	4, 393, 907
Total	3, 190	1982	324, 733, 121	45, 462, 637

Los ferrocarriles subvencionados por el Gobierno Federal son: Barão de Araruama, Caxias á Cayazérias, do Conde d'Eu, de Minas e Río, Mogyana,

* En este informe se le dá al milreis en papel un valor de 14 centavos (moneda de los Estados Unidos). El kilómetro es equivalente á 0.6214 millas.

Norte do Brazil, do Norte, Ouro Preto a Peçanha ao Araxá, Petrolina ao Piauí, Cruzeiro a Santa Cruz, Rio Grande a Bagé, Cachoeiro de Itaperim, de Santos a Jundiáhy, Sorocobana e Ituana, Taubaté ao Amparo, do Tijuca, Victoria a Peçanha.

Estrada de Alcabaça á Praia Ranha (Ferrocarriel de Alcabaça á Praia Ranha).—Tiene una extensión total de 184 kilómetros (113 millas) y cuenta con la garantía de 6 por ciento sobre un máximo de 30,000 milreis (\$4,200) por kilómetro.

Estrada de Ferro Caxias ao Araguaya (Ferrocarriel de Caxias á Araguaya).—Tiene una extensión de 183 kilómetros (114 millas) y 567 kilómetros (352 millas) en proyecto; total, 750 kilómetros (466 millas). Goza de la misma garantía que la anterior línea.

Estrada de Ferro Caxias São Juré de Cayazeiras (Ferrocarriel de Caxias á São Juré de Cayazeiras).—Tiene 78 kilómetros (48 millas) abiertos al tráfico, con la misma garantía que los anteriores.

Estrada de Ferro Petrolina ao Piauí (Ferrocarriel de Petrolina á Piauí).—Extensión, 102 kilómetros (63 millas); extensión en proyecto, 898 kilómetros (558 millas). Garantía como la de los anteriores.

Estrada de Ferro Natal a Nova Cruz. (Ferrocarriel de Natal á Nova Cruz.)—Parte abierta al tráfico, 121 kilómetros (75 millas); garantía, 7 por ciento sobre un capital de 5,496,053 milreis (\$769,447).

Estrada de Ferro Conde d'Eu (Ferrocarriel de Conde d'Eu).—Extensión abierta al tráfico, 141 kilómetros (88 millas); goza de una garantía de 74 por ciento sobre un capital de 6,000,000 de milreis en oro (\$3,270,000) y 6 por ciento sobre £69,273 (\$337,083.)

Estrada de Ferro Nazareth ao Crato (Ferro carril de Nazareth á Crato).—Extensión con estudio aprobado, 120 kilómetros (74 millas); extensión estudiada (ramal Bom Jardim), 69 kilómetros (42 millas); extensión por estudiar (aproximadamente) 461 kilómetros (287 millas). Total, 650 kilómetros (404 millas). Garantía: 6 por ciento sobre un capital de 30,000 milreis (\$4,200) por kilómetro.

Estrada de Ferro Recife ao Limoeiro (Ferrocarriel de Recife á Limoeiro).—Extensión abierta al tráfico, 83 kilómetros (52 millas); de Carpina á Nazareth, 13 kilómetros (9.4 millas); de Nazareth á Timbanba, 45 kilómetros (28 millas); total, 141 kilómetros (89.4 millas).

Estrada de Ferro Recife ao São Francisco (Ferrocarriel de Recife á São Francisco).—Extensión abierta al tráfico, 125 kilómetros (78 millas); cuenta con la garantía de 7 por ciento sobre un capital de 7,111,111 milreis (\$995,555) y 5 por ciento sobre 4,316,978 milreis (\$604,377).

Estrada de Ferro Ribeirão ao Bointo (Ferrocarriel de Ribeirão á Bointo).—Extensión abierta al tráfico, 26 kilómetros (16 millas); en construcción, con estudio aprobado, 35 kilómetros (22 millas); total, 61 kilómetros (38 millas); garantía, 6 por ciento sobre un capital de 30,000 milreis (\$4,200) por kilómetro.

Estrada de Ferro Tamandaré a Barra (Ferrocarriel de Tamandaré á Barra).—Extensión con estudio aprobado: 136 kilómetros (85 millas), de Tamandaré á Barra de Jangado; de Barra Velha á Palmares, 33 kilómetros (20½ millas). Por estudiar: 112 kilómetros (70 millas).

Estrada de Ferro Central de Alagoas (Ferrocarril Central de Alagoas).—Extensión abierta al tráfico: 88 kilómetros (55 millas), línea principal, y el ramal de Assembléa, 62 kilómetros (39 millas); goza de una garantía de 7 por ciento sobre un capital de 4,553,000 milreis en oro (\$2,385,938), y 6 por ciento sobre 1,860,000 milreis en papel (\$260,400).

Estrada de Ferro Central Alagoana (Línea Ferrea Central Alagoana).—Extensión abierta al tráfico, con estudio aprobado, 194 kilómetros (121 millas); por estudiar, 401 kilómetros (249 millas); total, 595 kilómetros (310 millas); garantía, 6 por ciento sobre un capital de 30,000 milreis (\$4,200) por kilómetro.

Estrada de Ferro Aracáju a Simão Dias (Ferrocarril de Aracáju á Simão Dias).—Parte en construcción, 86 kilómetros (53 millas); estudiado 6 en estudio, 108 kilómetros (67.1 millas); total, 194 kilómetros (120 millas); garantía, 6 por ciento sobre un capital de 30,000 milreis (\$4,200) por kilómetro.

Estrada de Ferro Bahia a Alagoinhas (Ferrocarril de Bahia á Alagoinhas).—Extensión abierta al tráfico, 123 kilómetros (76 millas); garantía, 6 por ciento sobre un capital de 30,000 milreis (\$4,200) por kilómetro. Ramal Timbo. Trayecto abierto al tráfico, 83 kilómetros (52 millas); goza de una garantía de 6 por ciento sobre un capital de 2,650,000 milreis, oro (\$1,446,900.)

Estrada de Ferro Central da Bahia (Ferrocarril Central de Bahia).—Trayecto abierto al tráfico, 312 kilómetros (194 millas); trayecto estudiado, 300 kilómetros (186 millas); total, 613 kilómetros (380 millas); garantía, 7 por ciento sobre un capital de 13,000 milreis en oro (\$7,098) por kilómetro (0.6214 millas), en la línea abierta al tráfico; y 6 por ciento en papel, en la línea estudiada, sobre 30,000 milreis (\$4,200) por kilómetro.

Línea de tranvías de Nazareth.—Abierta al tráfico, concesión del Estado, 34 kilómetros (21 millas); concesión federal, 65 kilómetros (40 millas); total, 99 kilómetros (61 millas).

Estrada de Ferro Victoria a Peçanha (Ferrocarril de Victoria á Peçanha).—En construcción, 84 kilómetros (52 millas); con estudio aprobado, 423 kilómetros (263 millas); total, 507 kilómetros (315 millas); garantía, 6 por ciento sobre un capital de 30,000 milreis (\$4,200) por kilómetro.

Estrada de Ferro São Eduardo ao Cachoeira do Itapemirim (Ferrocarril de São Eduardo á Cachoeira de Itapemirim).—Abierto el tráfico, 39 kilómetros (24 millas); en construcción, 51 kilómetros (32 millas); total, 90 kilómetros (56 millas).

Estrada de Ferro do Carangola (Ferrocarril de Carangola).—Abierto al tráfico, 224 kilómetros (139 millas); garantía, 7 por ciento sobre un capital de 6,000,000 de milreis, de los cuales 3,700,000 son en oro (\$2,342,000).

Estrada de Ferro Barão de Araruama (Ferrocarril de Barão de Araruama).—Extensión, 46 kilómetros (29 millas); en construcción, 6 kilómetros (3.7 millas); total, 52 kilómetros (32 millas). Tiene una garantía de 30,000 milreis (\$4,200) por kilómetro.

Estrada de Ferro Central de Macahé (Ferrocarril Central de Macahé).—Abierto el tráfico, 43 kilómetros (27 millas); en construcción, 15 kilómetros (9 millas); total, 57 kilómetros (36 millas); garantía, 6 por ciento sobre un capital de 30,000 milreis (\$4,200) por kilómetro.

Estrada de Ferro do Norte (Ferrocarri! del Norte).—Abierto al tráfico, 45 kilómetros (28 millas); por estudiar, 75 kilómetros (47 millas); total, 120 kilómetros (75 millas). No tiene garantía.

Estrada de Ferro São Francisco Xavier ao Commercio (Ferrocarri! de São Francisco Xavier á Commercio).—Abierto al tráfico, 16 kilómetros (10 millas); ramal de Sapapemha, 3 kilómetros (1.9 millas); en construcción, 49 kilómetros (30 millas); total, 68 kilómetros (41.9 millas); sin garantía. La entrevía es de 1 metro (39 pulgadas).

Estrada de Ferro Leopoldina (Ferrocarri! de Leopoldina).—Abierto al tráfico, 381 kilómetros (248 millas); sin garantía.

Estrada de Ferro Peçanha ao Aroxá (Ferrocarri! de Peçanha á Aroxá).—Trayecto con estudio aprobado, 887 kilómetros (551 millas); garantía, 6 por ciento sobre 30,000 milreis (\$4,200) por kilómetro.

Estrada de Ferro Barra Mause a Catalão (Ferrocarri! de Barra Mause á Catalão).—Extensión, 122 kilómetros (76 millas); en construcción, 528 kilómetros (328 millas); en estudio, 791 kilómetros (492 millas); garantía, 6 por ciento sobre 30,000 milreis (\$4,200) por kilómetro.

Estrada de Ferro Minas e Rio (Ferrocarri! de Minas y Rio).—Abierto al tráfico, 170 kilómetros (106 millas); garantía, 7 por ciento sobre un capital de 15,495,253 milreis (\$2,169,335).

Estrada de Ferro Muzambinho (Ferrocarri! Muzambinho).—Abierto al tráfico: 57 kilómetros (31½ millas); sin garantía. El ramal Campanha de esta línea tiene 86 kilómetros (53½ millas) abiertos al tráfico, con una garantía de 4 por ciento sobre un capital de 2,509,500 milreis (\$351,330).

Estrada de Ferro Santos a Jundiahy (Ferrocarri! de Santos á Jundiahy).—Abierto al tráfico: 139 kilómetros (86 millas); renunció su garantía en 1889.

La cuenta detallada de ingresos y gastos en los seis primeros meses de 1896, es como sigue:

Ingresos.

Por—	Importe.	
	<i>Milreis.</i>	<i>Pesos.</i>
Pasajeros	1, 220, 452	170, 863
Equipaje y expreso	283, 165	39, 642
Animales en tren de pasajeros	19, 243	2, 694
Animales en tren de carga	6, 284	879
Mercancías	5, 920, 016	828, 802
Telégrafo	37, 284	5, 317
Almacenaje y multas	27, 802	3, 893
Varios	140, 968	19, 736
Diferencia en el cambio	174, 569	24, 440
Total	7, 830, 477	1, 096, 267

Gastos.

Por—	Importe.	
	<i>Milreis.</i>	<i>Pesos.</i>
Superintendencia	48, 322	6, 768
Contribuciones	31, 031	4, 344
Contaduría	32, 852	4, 599
Tráfico	1, 402, 760	196, 386
Acarreo	1, 490, 072	208, 611
Material rodante	401, 101	56, 154
Telégrafo	87, 748	12, 285
Reparación de la línea	695, 249	97, 335
Oficina central de cuentas	21, 162	2, 962
Varios	115, 996	16, 240
Total	4, 326, 313	605, 684

Ingresos y gastos en los últimos seis meses de 1896.

Ingresos.

Por—	Importe.	
	<i>Milreis.</i>	<i>Pesos.</i>
Pasajeros	1, 363, 292	190, 861
Equipaje y expreso	320, 519	44, 873
Animales en trenes de pasajeros	17, 991	2, 519
Animales en trenes de carga	4, 978	697
Mercancías	10, 402, 344	1, 456, 469
Telégrafo	39, 913	5, 587
Almacenaje y multas	34, 072	4, 770
Varios	79, 426	11, 119
Total	12, 262, 535	1, 716, 895

Gastos.

Por—	Importe.	
	<i>Milreis.</i>	<i>Pesos.</i>
Superintendencia	50, 188	7, 026
Gastos de oficina	40, 235	5, 633
Contribuciones	33, 815	4, 734
Tráfico	1, 735, 928	243, 130
Acarreo	1, 702, 067	238, 289
Material rodante	424, 105	59, 375
Telégrafo	93, 903	13, 147
Reparaciones de la línea	1, 129, 493	158, 129
Oficina Central de cuentas	22, 173	3, 104
Varios	69, 566	9, 739
Diferencia de cambio	345, 927	48, 302
Total	5, 647, 700	790, 608

Estrada de Ferro Mogyana (Ferrocarri de Mogyana).—Esta es la otra gran vía cafetalera del Estado de São Paulo. Abierto al tráfico: 194 kilómetros (121 millas). Ramal de Caldas: 77 kilómetros (48 millas). Garantía: 6 por

ciento sobre un capital de 4,300,000 milreis oro (\$2,347,800), y 1,853,885 milreis en papel (\$259,540). Tiene 11 locomotoras.

Los ingresos y gastos en 1896, fueron:

Ingresos.

Por—	Importe.	
	<i>Milreis.</i>	<i>Pesos.</i>
Pasajeros	616, 274	86, 279
Equipaje y expreso	114, 967	16, 095
Animales en trenes de pasajeros	19, 435	2, 721
Telégrafo	19, 401	2, 716
Mercancías	1, 286, 573	180, 121
Animales en trenes de carga	7, 960	1, 114
Almacenaje	6, 258	876
Impuestos	14, 258	1, 196
Varios	13, 229	1, 852
Total	2, 098, 355	293, 770

Gastos.

Por—	Importe.	
	<i>Milreis.</i>	<i>Pesos.</i>
Oficina Central	43, 746	6, 124
Tráfico	226, 262	31, 677
Acarreo	810, 628	113, 487
Telégrafo	44, 235	6, 192
Camino permanente	586, 294	82, 081
Varios	12, 161	1, 703
Total	1, 723, 316	241, 264

Estrada de Ferro Sarocahana (Ferrocarri! de Sarocahana).—Abierto al tráfico, línea principal, 113 kilómetros (70 millas); ramal Itararé, 43 kilómetros (27 millas); garantía, 6 por ciento sobre un capital de 30,000 milreis (\$4,200) por kilómetro (0.6214 millas) en la línea de Botucatu á Tibagy y en el ramal de Itararé; la prolongación á Santos no goza de garantía.

Estrada de Ferro Uheraha do Coxim (Ferrocarri! de Uheraha á Coxim).—Con estudio aprobado, 103 kilómetros (64 millas); por estudiar, 897 kilómetros (556 millas); total, 1,000 kilómetros (620 millas); garantía, 6 por ciento sobre 30,000 milreis (\$4,200) por kilómetro.

Estrada de Catalão a Palmas (Ferrocarri! de Catalão á Palmas).—Extensión aproximada, 800 kilómetros (497 millas); con estudio aprobado, 100 kilómetros (62 millas); por estudiar, 700 kilómetros (445 millas); garantía, 6 por ciento sobre 30,000 milreis (\$4,200) por kilómetro.

Estrada de Ferro do Paraná (Ferrocarri! de Paraná).—Abierto al tráfico, (de Paranaguá á Curitiba), 111 kilómetros (69 millas); prolongación y ramales, 306 kilómetros (189 millas); total, 417 kilómetros (258 millas). Es una empresa próspera; ha venido teniendo crecidas utilidades desde 1891.

Estrada de Ferro Santa Maria a Cruz Alta (Ferrocarril de Santa Maria á Cruz Alta).—Abierto al tráfico, 161 kilómetros (100 millas); garantía, 5 por ciento sobre un capital de 4,828,035 milreis (\$675,925); ingresos, 383,378 milreis (\$53,673); gastos, 366,274 milreis (\$51,278); utilidad, 17,104 milreis (\$2,395).

Estrada de Ferro Santa Maria ao Uruguary (Ferrocarril de Santa Maria á Uruguary).—Parte en construcción (de Cruz Alta á Uruguary), 381 kilómetros (237 millas); ramal de Ijuhy, 293 kilómetros (182 millas); garantía, 6 por ciento sobre 30,000 milreis (\$4,200) por kilómetro.

Estrada de Ferro Quarahim a Itaquí (Ferrocarril de Quarahim á Itaquí).—Abierto al tráfico, 176 kilómetros (110 millas); garantía, 6 por ciento sobre un capital de 6,000,000 de milreis (\$840,000).

Estrada de Ferro Rio Grande a Bagé (Ferrocarril de Rio Grande á Bagé).—Abierto al tráfico, 283 kilómetros (176 millas); garantía, 7 por ciento sobre un capital de 13,521,453 milreis (\$1,893,003).

Estrada de Ferro São Paulo a Rio Grande (Ferrocarril de São Paulo á Rio Grande).—Con estudio aprobado, 1,092 kilómetros (678½ millas); por estudiar, 775 kilómetros (882 millas); total, 1867 kilómetros (1,160½ millas); Garantía, 6 por ciento sobre 30,000 milreis (\$4,200) por kilómetro.

Estrada de Ferro Minas de São Jeronymo (Ferrocarril de las Minas de São Jeronymo).—En construcción, 40 kilómetros (25 millas); con estudio aprobado, 149 kilómetros (92½ millas); parte estudiada, 375 kilómetros (233 millas); total, 564 kilómetros (350½ millas).

Estrada de Ferro Pelotas ao Colonias São Lourenço (Ferrocarril de Pelotas á las Colonias de São Lourenço).—Extensión con estudio aprobado, 154 kilómetros (96 millas); garantía, 6 por ciento sobre 30,000 milreis (\$4,200) por kilómetro.

INDUSTRIA DE LA ALFARERÍA.

Hace muchos años que se sabe que la tierra arcillosa del Estado de São Paulo da un barro excelente para el desarrollo de la industria de la alfarería en gran escala.

Se han hecho muchos esfuerzos en este sentido, pero por regla general solo se ha obtenido un éxito muy mediano. El fracaso, ó fracaso parcial, en estas empresas se atribuye á la falta de administradores y trabajadores expertos. La fabricación de ladrillos, para pavimento, construcción de casas, etc., ha obtenido mejores resultados, y hoy pueden verse cerca de los suburbios de São Paulo y en otros puntos del país, numerosos hornos de ladrillos operando en pequeña escala. Estos hornos se dedican á la fabricación de ladrillos, tejas y losas vidriadas para pavimentos. No se ha hecho todavía ningún ensayo en alfarería fina. Créese, sin embargo, que con la aplicación de los debidos aparatos y el

empleo de trabajadores inteligentes esta industria podrá desenvolverse con gran provecho.

El "Moniteur Official du Commerce" de Paris, dice:

El Gobierno, aunque deseoso de proteger la industria nacional, se ha visto en la necesidad—por razón del atraso en que la industria de la alfarería se encuentra—de importar tubos de plomo para su uso en las cloacas y acueductos, por más que los tubos de barro serían por lo menos 50 por ciento más baratos, y desde el punto de vista higiénico, preferibles.

La fabricación de caños de piedra vidriados, tejas y ladrillos es importante, por más que no haya alcanzado un completo desarrollo. Según informe oficial se fabrican anualmente 150 toneladas de caños de piedra vidriados, y muchas variedades de manufacturas análogas. Hay además una demanda anual de unos 2,000,000,000 de ladrillos para pavimento y 200,000 tejas, que representan un total de 7,000 millones de toneladas.

DATOS ESTADÍSTICOS DE LA AMÉRICA CENTRAL.

En el BOLETÍN de febrero, página 1310, se leen las siguientes palabras: "De todos los Estados centroamericanos, Nicaragua es el único cuyos datos estadísticos son exactos y auténticos." Esta frase, tal cual fué publicada, aparece como una afirmación de la Oficina, aunque en realidad es tomada de un periódico y se la insertó inadvertidamente en un artículo acerca de la producción de oro en varias repúblicas del continente americano. Es sensible que se haya cometido este error, pues tiende á desacreditar á las oficinas de estadísticas de las otras repúblicas de la América Central, que siempre han mostrado actividad y cuidado en obtener los datos indicados. La Oficina de las Repúblicas Americanas comprende muy bien que se debe poner especial atención en evitar críticas de ésta naturaleza y aun en manifestar, aunque sea aparentemente, que hay preferencia particular por algun país de los que forman la Unión Internacional.

COSTA RICA.

LA REFORMA DEL SISTEMA MONETARIO.

[Extracto de varios documentos oficiales.]

En la memoria presentada al Congreso Constitucional de Costa Rica, por el Señor Don RICARDO MONTEALEGRE, Secretario de Hacienda y Comercio, el 17 de junio de 1895, en un extenso estudio de la situación económica del país, se exponen las causas que determinaron las dificultades en que se encontraba el erario público en 1882, señalando entre ellas los trastornos y perjuicios consiguientes á los empréstitos de 1871 y 1872, y el haberse privado la República por diez años consecutivos del auxilio de gran parte de las rentas públicas que se invirtió en la construcción del ferrocarril al Atlántico; se explica como, en tales circunstancias, el Gobierno, en el deseo de garantizar la amortización de los billetes nacionales en circulación entónces, y que causaban el retraimiento de la moneda de oro, que había sido siempre en Costa Rica el medio circulante ordinario, celebró con el Banco de la Unión, el 21 de octubre de 1884, un contrato por el cual se estableció la circulación fiduciaria única, ó la emisión exclusiva de billetes del banco; y se demuestra el efecto de esa negociación, que aumentando el crédito sin afianzarlo, determinó la emigración definitiva del oro.

En virtud de ese contrato, la emisión de billetes del banco llegó en 1891 á \$3,257,400, y naturalmente, en la misma proporción en que ésta aumentaba, se alzaba el tipo de cambio internacional; y como había ocurrido con la moneda de oro, de la cual la cantidad en circulación en 1880 ascendía á \$2,500,000, y toda ella había desaparecido, la de plata inició su movimiento de salida.

Vino después la fuerte baja de la plata en los mercados extranjeros y con ella la normalidad del tipo de cambio desapareció. En Costa Rica, que en años anteriores á 1882, ese tipo no llegó á exceder del 10 por ciento, límite de la diferencia entre el valor de la moneda nacional de oro y la extranjera, y que con frecuencia llegó al minimum de 5 por ciento, fué elevándose en una proporción alarmante. En 1891 subió en el corto término de dos meses y medio, del 64 al 115 por ciento; en los quince días siguientes

descendió al 84 por ciento para ascender de nuevo en igual tiempo al 100 por ciento, y volver á determinarse, tres meses después, del 89 al 116 por ciento. En enero de 1893 estuvo al 96 por ciento; en julio del mismo año, al 110 por ciento, y treinta días después, al 156 por ciento.

En vista de estas fluctuaciones violentas, que han sido causa de pérdidas para el comercio y de inestabilidad en todos los negocios del país, el Gobierno, preocupado fuertemente de todo aquello que de un modo ú otro impide ó detiene el mayor desarrollo de la producción del país, después de examinar atentamente las causas que en ello influyen, ha fijado muy especialmente la atención en la naturaleza del medio circulante, una vez que la moneda como representante del capital complementa con la propiedad y el trabajo los elementos generadores y permanentes de la riqueza.

Desde 1894, primer año de la presente administración, el Presidente de la República, Don RAFAEL YGLESIAS, en su programa de Gobierno, expuesto al tomar posesión de su elevado cargo, hizo declaración terminante de sus ideas á este respecto, manifestando entónces su propósito de proceder al establecimiento de una moneda metálica de condiciones superiores á la existente. Al efecto, esta reforma siendo parte de un plan general encaminado á la mejora de la economía nacional y de la administración pública, ha venido preparándose desde aquel año. Con este fin, entre otras disposiciones de trascendencia referentes al nuevo arreglo de la deuda exterior,* terminado satisfactoriamente; á la enajenación de terrenos baldíos; á la abolición de los monopolios del aguardiente y del tabaco, etc., se procedió conjuntamente á la reducción de la deuda interior; y es digno de notarse que esta operación se llevó á efecto con una erogación de \$2,000,000, próximamente, cantidad empleada por el Gobierno del producto de sus rentas sin perjuicio del buen servicio administrativo, y manteniendo el estado floreciente de la instrucción pública: sin limitar la construcción de caminos y de otras obras importantes, y sin usar en manera alguna del crédito público, ni ocurrir al establecimiento de nuevos impuestos ó á la alza de los existentes. Como una ilustración del estado actual de las finanzas nacionales, no estará fuera de lugar hacer constar aquí, además, que no

* Publicado en el boletín de la oficina, Mayo 1897.

obstante que en Costa Rica las cargas públicas son menores que en cualquiera de todos los otros países vecinos, las entradas ordinarias al tesoro nacional en el año fiscal de 1896 á 1897, sumaron \$7,435,610.78, plata, superando á las del año anterior en \$851,102.02, y excediendo á la suma presupuesta en \$538,226.14. El total de los egresos ascendió á \$6,697,326.51, dejando un superávit de \$738,284.27, el cual, unido al del año precedente y á otros saldos existentes, suma \$1,270,000—valor á la orden de la Secretaría de Hacienda el 31 de marzo próximo pasado. La deuda pública interior quedó reducida en igual fecha á \$1,116,784.18, retirados los billetes nacionales, y cancelada totalmente la deuda mantenida por varios años á favor del Banco de Costa Rica, antes Banco de la Unión.

De otra parte, el movimiento comercial de la República es satisfactorio. Según informe de la Dirección del Departamento Nacional de Estadística, en los años transcurridos de 1883 á 1893, el valor en oro de las exportaciones, calculado de conformidad con los tipos de cambio respectivos, ascendió á \$62,751,676, y el de las importaciones á \$56,185,769, dejando un sobrante de \$6,565,907, en oro americano, en favor de aquel laborioso país, y en los tres años posteriores ha sido el siguiente :

Año.	Importaciones en oro Americano.	Exportaciones en oro Americano.
1894.....	\$4, 113, 223. 66	\$5, 033, 113. 14
1895.....	3, 851, 460. 34	5, 188, 401. 78
1896.....	4, 748, 812. 62	5, 597, 727. 01
Total	12, 713, 496. 62	15, 819, 241. 93

Es decir, las exportaciones durante los tres años últimos han superado en \$3,105,745.31, á las importaciones, datos que demuestran no solo que la balanza de comercio está decididamente en favor de Costa Rica, sino también el desarrollo progresivo y firme de la producción del país, á la vez que una prudencia recomendable en la transacción de los negocios.

El café es el producto principal de exportación, sin que se haya descuidado el fomento de otros ramos de comercio, y es un hecho bien conocido que el café de Costa Rica es solicitado entre los mejores del mundo, según se nota de las revistas comerciales de

los principales mercados del grano. Por ejemplo, la respetable casa de los Señores CHALMERS, GUTHRIE & Co., de Londres, con oficinas establecidas en Guatemala y Bogotá, ha cotizado en los últimos cuatro meses, el café "buen mediano á fino" á los precios siguientes, por quintal:

Procedencias.	Nov. 30, 1897.	Dic. 14, 1897.	Enero 11, 1898.	Febrero 8, 1898.
	<i>s.</i> <i>s.</i> <i>d.</i>	<i>s.</i> <i>s.</i> <i>d.</i>	<i>s.</i> <i>s.</i> <i>d.</i>	<i>s.</i> <i>s.</i> <i>d.</i>
Costa Rica . . .	83 á 108 0	82 á 105 0	84 á 106 0	88 á 114 6
Guatemala . . .	79 á 100 0	79 á 100 0	79 á 100 0	81 á 102 0
Colombia y Venezuela . .	70 á 102 6	70 á 102 6	73 á 102 6	73 á 102 6

El precio de las clases inferiores de Costa Rica no ha bajado de 50 ch. á 76 ch. 6 p. miéntras que el costo de producción durante el último año ha sido próximamente de \$10, en plata, disponiéndose también de facilidades especiales de comunicación terrestre y marítima, y de la correspondiente baratura de fletes.

En proporción al desarrollo natural del país ha ido tomando ensanche el cultivo del café y hay gran número de nuevos plantíos en vía de producción. La exportación de bananas y otras frutas, se aumenta considerablemente y la de maderas obtuvo, el año pasado, un exceso importante sobre los anteriores. La industria minera, además, toma incremento en la actualidad.

En la memoria siguiente presentada al Congreso el 15 de junio de 1896, el mismo alto funcionario desarrolla el plan adoptado por el Gobierno para la revisión del sistema monetario, y sustenta los principios en que se informa, partiendo de las consideraciones siguientes: La naturaleza del medio circulante influye de manera decisiva en el movimiento económico en general. La moneda, como medio representativo de valores, se impone en todas las transacciones y constituye al propio tiempo la más firme garantía del capital y del trabajo. Esta importantísima función que desempeña, requiere en ella un valor fijo que la ponga á cubierto de posible demérito y le permita intervenir de modo permanente en las operaciones internacionales, necesarias al bienestar y progreso del país. No es, pues, posible suponer firmeza en el capital individual ni estabilidad en la riqueza pública cuando este importantísimo agente que los rige y determina pierde alguna de las condiciones que le son propias en el bien entendido concepto de

su creación. Si la moneda ha de tener un valor fijo, preciso es que éste se desprenda de su propia naturaleza, para que desarrolle su poder de adquisición, porque cualquier demérito de ella se refleja sobre todo cuanto la está subordinado, y si ese demérito está expuesto á constantes fluctuaciones, desaparece la normalidad en los negocios y éstos se afectan hondamente con los trastornos violentos que se suceden, inconveniente, este último, de que adolece hoy la moneda de plata, mientras que la de oro, por el contrario, se mantiene como base del sistema monetario de las naciones comerciales de mayor importancia, y que tratan de adoptar aquellas que de él carecen, por la razón de ser hoy el único agente de cambio de valor fijo.

Coincidió con el proyecto de reforma anunciado que se trataba de la importación inmediata de fuertes sumas en moneda extranjera de plata, y con ese motivo el Congreso, por decreto de 3 de julio del mismo año, prohibió la acuñación de moneda nacional de plata, y declaró fuera del curso legal en el país todas las monedas extranjeras del mismo metal, disponiendo á la vez la forma en que debían redimirse las que de ellas había en actual circulación.

Resuelto, pues, por el Gobierno que se procediera á la reforma, se ajustó un nuevo contrato con el Banco de Costa Rica, teniendo esta negociación por objeto primordial el de sustituir paulatinamente el billete del banco por otro de carácter exclusivamente nacional, emitido á la par y garantizado por igual cantidad de moneda de oro, ó sea por certificados de oro, para lo cual el banco renunció el privilegio de la emisión única.

La ley de moneda* decretada de conformidad con este plan, establece el colón de oro como unidad monetaria, y fija la relación de valor entre éste y el actual peso nacional de plata, estimado con relación al estado de la riqueza pública, informada por el medio circulante, por el promedio del tipo de cambio internacional durante varios años, y por el último promedio del valor de la plata con relación al oro en igual período. De esta suerte, quedando también establecida, por el mismo hecho, la paridad de valor entre el billete del banco y el certificado de oro, se han alejado posibles trastornos en las obligaciones existentes, é intereses de cualquiera naturaleza y en el valor actual de todas las cosas.

* Publicada en el boletín de la Oficina, de noviembre 1896, y en edición especial de la misma oficina.

La emisión de certificados, de otra parte, es obligada, por cuanto no sería posible mantener la moneda de oro en la circulación mientras la cantidad de billetes emitida por el banco le supere, y como para retirar estos últimos es indispensable suplir su falta en la circulación, á fin de evitar las dificultades que se sucederían con la disminución del medio circulante, los certificados de oro llenarán á la vez eficazmente esta necesidad.

Elevada la facultad de emisión del banco á \$5,000,000, y teniendo en actual circulación \$4,000,000, próximamente, la primera se reducirá, según el contrato, en proporción á las cantidades de moneda nacional de oro que se vayan acuñando, y de la segunda se retirará el 90 por ciento de las sumas que de la misma moneda deposite el Gobierno en el banco; y por igual cantidad á la de los billetes del banco que se retiren, el Gobierno emitirá certificados de oro al portador. Estos certificados serán autorizados conjuntamente por el Secretario de Hacienda y por el director del banco, y serán redimidos á su presentación en oro nacional, el 31 de diciembre de 1900, ó antes, en cualquier tiempo que el Gobierno lo disponga, siempre que la cantidad de moneda de oro depositada no sea menor de 2,500,000 colones; y, mientras tanto, el banco cambiará los certificados por plata, como si fueran sus propios billetes.

El período que se fija para completar esta evolución termina en 1902; pero el Gobierno se ha reservado la facultad de hacer las acuñaciones en un tiempo más corto á fin de acumular la cantidad de moneda de oro necesaria á la mayor brevedad posible, y al efecto tiene ya depositado en el banco, un millón de colones (C. 1,000,000) en oro, valor de las dos primeras acuñaciones, y ha puesto la Casa de Moneda Nacional en las mejores condiciones para continuar sin demora esta operación.

Estos son, en resumen, los puntos principales de esta importante reforma.

BANCOS.

Una de las condiciones en virtud de las cuales el Banco de Costa Rica ha renunciado el privilegio de la emisión única, es la siguiente:

Que la ley general que se dicte para establecer la libre emisión fije, entre sus bases principales para autorizarla, las siguientes:

No podrá emitir ningún banco cuyo capital sea menor de (C. 1,000,000) un millón de colones.

El banco que quiera establecerse como emisor ha de constituir su capital en oro nacional acuñado y efectivo;

El cambio de billetes se hará por oro nacional;

La emisión de billetes no excederá de 65 por ciento del capital efectivo;

Se exigirá para garantía de la emisión, una reserva de oro nacional que no bajará de 40 por ciento de la suma de billetes emitida;

Un interventor oficial antes de la emisión verá si se han llenado las condiciones de la ley y vigilará para que el banco se encuentre siempre dentro de los límites de su derecho;

Cada mes deberá publicarse la situación de todo banco emisor.

HONDURAS.

En el acto de la apertura del Congreso de Honduras en sesión regular, el Presidente Don POLICARPO BONILLA, dió lectura al mensaje acostumbrado en tales ocasiones. Hizo referencia al hecho de que según los términos del tratado de unión celebrado en Amapala en junio de 1895, las relaciones de su país con las naciones extranjeras quedaban á cargo de la Dieta de la República Mayor de la América Central. Dijo que las relaciones entre los tres Estados que componen la Unión son cordiales y satisfactorias, y expresó la patriótica esperanza de que el pacto de unión entre las cinco Repúblicas de la América Central, bajo la anterior forma federal de República de la América Central, tenga lugar en el corriente año.

MÉXICO.

INSTRUCCIONES RELATIVAS AL DESPACHO DE MERCANCÍAS.

Las siguientes instrucciones, referentes á la manera de marcar y empacar las mercancías que se exporten para México, son tomadas de los reglamentos de aduanas de aquella República y su observancia evitará inconvenientes y dilaciones en los puertos de entrada.

I. Las cajas que contengan mercancías deben llevar una sola marca y un número. Para facilitar la identificación de los bultos se permite marcar, de

una manera uniforme, con el nombre del fabricante cada en uno de los bultos. Los que contravinieren esta disposición serán multados en un peso por cada bulto marcado y numerado de modo distinto á lo que indica la factura consular.

II. El peso, neto y bruto, así como también el valor de cada bulto, se debe especificar, aún en el caso de ser un solo cargamento compuesto de mercancías de una sola clase. Cuando un bulto contenga diferentes artículos es necesario especificar el peso neto, el peso legal y el valor de cada uno de ellos, haciendo clara su clasificación según las disposiciones aduaneras.

III. Es importante hacer notar la diferencia que existe entre el peso bruto y el peso legal de los cajones, las cajas de madera, cartón ó cubiertas ligeras que sirven de envoltorio especial para cada artículo. La tarifa indica claramente si los derechos se imponen sobre el peso neto, el peso legal ó el peso bruto. El sistema métrico rige en el país desde el 1 de setiembre de 1896.

IV. Cuando hay varios cajones, fardos ó cajas unidos de tal manera que formen solo un bulto, es indispensable especificar: (1) el número de bultos parciales que forman el bulto total; (2) el peso de cada uno tomado separadamente; (3) la marca, el número y el peso bruto del bulto entero. Esta regla no se refiere á las mercancías en piezas sueltas ó atadas, como duelas, barras de hierro ó láminas de hierro, que van unidas ó atadas de modo especial.

V. Cuando se embarquen aceites y otros productos semejantes, que generalmente se empaen en grandes cajas, debe especificarse el número de envases que contenga cada caja.

VI. Cuando se embarquen telas es necesario declarar el largo y el ancho exacto de cada pieza, la naturaleza exacta del material, si es lana, algodón, seda, etc., el peso bruto y el peso neto de cada bulto y de cada uno de los artículos que contiene. Las dimensiones de las servilletas, los manteles, pañuelos, toallas, etc., debe expresarse en pulgadas cuadradas. Los "rebozos" ó sus imitaciones deben ser declarados por el número de hilos que entran en cada $\frac{1}{2}$ centímetro cuadrado y según sea la naturaleza exacta del tejido.

VII. Cuando se embarquen productos químicos ó farmacéuticos, debe cuidarse de no emplear botellas ó envases de ninguna especie, cuyo rótulo indique otro producto distinto al de la naturaleza del verdadero contenido.

PERÚ.

EXPOSICIÓN PERMANENTE DE MAQUINARIA.

En el BOLETÍN MENSUAL correspondiente al mes de abril de 1897, se publicó íntegro un decreto del Ejecutivo autorizando el establecimiento en Lima de una Exposición Permanente de Maquinaria que debía inaugurarse el 28 de julio del mismo año. Dicho decreto exponía todo el alcance de la empresa detalladamente.

Según los informes recibidos, la exposición ha obtenido muy buenos resultados, especialmente en cuanto á maquinaria para minas. Los administradores desean que los fabricantes de los Estados Unidos envíen muestras de la maquinaria más perfecta que hagan, así como de instrumentos para agricultura y minería. Es indudable que existe un vasto campo para la venta de tales artículos, y lo único que se necesita es darlos á conocer en aquel país. Toda comunicación, ya sea solicitando espacio, ó sobre las regulaciones referentes á los precios de entrada ó acerca de otro asunto, debe dirigirse al Señor J. PEZEL Y TYRADO, Presidente de la Comisión.

URUGUAY.

INSTRUCCIÓN PÚBLICA.

En un informe dirigido al Departamento de Estado, el cónsul de los Estados Unidos, Mr. SWALM, dice que el número total de escuelas en el Uruguay es de 533 y que el curso en cada una de ellas es de nueve meses por término medio. Del citado número, 181 escuelas se encuentran en las ciudades y pueblos, y 352 en los distritos rurales. El aumento de escuelas en los últimos años se ha limitado principalmente á dichos distritos rurales. Además de las mencionadas, hay en la República 379 instituciones privadas de enseñanza. Asiste á dichas escuelas el 9 por ciento de la población, y Mr. SWALM manifiesta que, aunque la proporción parece pequeña, es mayor que la que se observa en otros países sudamericanos. El número de personas empleadas en la enseñanza era, en 1896, de 1,990, de las cuales 601 eran hombres y 1,381, mujeres. De este número, solamente 606 eran naturales del país. Había en las escuelas públicas 51,312 alumnos y en las privadas, 22,689. Los gastos en las escuelas públicas eran de \$12.38 por cabeza, en moneda del Uruguay, de la cual un peso equivale á \$1.03½, en moneda de los Estados Unidos. Los maestros ganan por término medio \$35.50, y á los hombres se les paga un poco más que á las mujeres. Dice el cónsul que hay dos escuelas normales que dan muy buenos resultados, una para hombres y otra

para mujeres. Se emplean los métodos modernos de enseñanza. El sistema de segunda enseñanza (high school) es desconocido, pero hay una universidad bajo la dirección del Gobierno donde se enseña derecho, medicina, ingeniería y otros ramos superiores. El curso de esta universidad es muy completo y el número de alumnos es considerable.

VENEZUELA.

ARANCEL DE DERECHOS DE IMPORTACIÓN DE 1897-98.

Número 30.

[Continuación del BOLETIN de febrero.]

§ 4.—CLASE IV.

Setenta y cinco céntimos de bolívar.

Aceite de almendras ó de linaza.

Aceite de pescado y el de semillas de algodón.

Aceite de palma y aceite secante ó líquido para pintores.

Accitunas, alcaparras, ó alcaparrones.

Acciteras, angarillas ó aguaderas y porta vinagreras, excepto las que tengan algo de oro ó plata que corresponden á la 8ª clase y las de plata alemana ó doradas ó plateadas que corresponden á la 6ª.

Acero, hierro, cobre, latón ó azófar, estaño, hojalata, metal campanil, bronce, plomo, peltre, zinc y níquel, manufacturados en cualquiera forma, no comprendidos en otras clases, estén ó no pulidos, charolados, estañados ó bronceados, los hornos para fabricar azúcar.

Alambre manufacturado en armaduras para pelucas, en jaulas para pájaros, en armadores ó perchas para vestidos y para sombreros, ú otros aparatos semejantes y también las armaduras de paraguas y quitasoles.

Almendras, avellanas, nueces, maní, castañas y cualquiera otra fruta seca con cáscara, no especificada.

Alambiques y todo otro aparato semejante.

Amargo de Sievert.

Ajonjolí, alpiste y mijo.

Anís en grano, alcaravéa, canela, canelón, ajos, comino, clavos, orégano, pimienta y demás especias que sirven para sazonar ó condimentar los alimentos.

Arañas, bombas, briseras, candelabros, candeleros, fanales, faroles, girándulas, lámparas, linteras, palmatorias, guardabrisas y quinqués, con excepción de los que tengan algo de oro ó plata que corresponden á la octava clase, y los de plata alemana ó dorados ó plateados que corresponden á la 6ª clase, debiendo afo-

rarse en la clase á que corresponden los artículos expresados, todo lo que sea anexo á dichos artículos cuando vengan juntamente con ellos.

Arboles llamados de Navidad.

Azabache en bruto.

Azúcar blanco ó refinado.

Balanzas, romanas y pesos de cobre, ó que tengan la mayor parte de este metal, inclusive las pesas aunque sean de hierro, si vienen junto con las balanzas y pesos.

Baldes y tobos de madera.

Bandas de billar y las bandas ó fajas de tela gruesa encerada para correas de volantes en los motores de vapor.

Bagatelas con todos sus accesorios (juego).

Bastisajes ó sean fieltros para sombreros sin fular, pelo para sombreros, estuches de papel, cueritos, forros, felpa, viseras para cachuchas y morriones, y todo otro artículo que sólo se use en la fabricación de sombreros, como la tela barnizada con goma laca disuelta en alcohol, que se emplea en la fabricación de sombreros de pelo negro y el espíritu alcohólico preparado con la misma goma.

Betún para el calzado y el aceite bituminoso para ennegrecer y suavizar arneses.

Billares con todos sus accesorios incluso las bolas y el paño correspondiente á cada mesa de billar, cuando vengan juntamente con los billares.

Bolo arménico y borra no especificada.

Cajas de madera, aunque vengan desarmadas ó sea en tablitas para hacerlas.

Canastos, canastillos, cestas, cochecitos para niños y cualesquiera otras piezas de mimbre ó junco, quedando incluidos en esta clasificación los cochecitos para niños, de cualquiera materia que sean, el cáñamazo de algodón empapelado para fabricación de sobres y el que se trae con baño de sulfato de cobre.

Cartón manufacturado ó preparado para cajas y cajitas ó en cualquiera otra forma, excepto en juguetes para niños, en máscaras y en barajas ó naipes. Las tarjetas en blanco de todos tamaños corresponden á esta 4ª clase.

Cebada mondada ó molida.

Cebadilla.

Cápsulas para cubrir las tapas de botellas.

Cepillos ordinarios ó bruzas para bestias y los de cuerno ó ballena para lavar pisos.

Cera negra ó amarilla vegetal sin labrar.

Cerda ó crin.

Circo de caballitos ó carrouselles.

Cola ordinaria y colodión para fotografiar.

Crudo y coleta cruda número 2; tela ordinaria del mismo nombre que las comprendidas en el número 119 de la 3ª clase, pero que ya ha sido más ó menos blanqueada y también la cotonía.

Cuchillos de punta ordinarios, con vainas ó sin ellas; los de mango de madera ú otra materia ordinaria para pescadores; los cuchillos grandes ordinarios de monte y en general los que se emplean para artes y oficios.

Charoles ó barnices de todas clases.

Caucho manufacturado en tubos ó conductos, y en láminas ó bandas para correajes de maquinarias.

Encerado ó hule para cubrir el piso, para enfardelar y para techos.

Espejos de todas clases armados ó desarmados y las lunas azogadas.

Esperma de ballena y parafina.

Espuma de mar, substancia que se aplica á la elaboración del pan y otros usos análogos.

Estera, esterilla y petates para pisos.

Esterillas y felpudos de mecate pintado para mesas.

Figuras, adornos y envases para dulces de cualquiera clase que sean, así como los cartuchos de papel dorado hechos ó á medio hacer que se traen con el mismo objeto. Cuando los envases para dulces vengan forrados con seda ó terciopelo ó adornados con flores ú otros artículos de clases superiores á ésta, se aforarán en la 6ª clase, como artículos de fantasía, si no vienen llenos con los dulces que puedan contener.

Felpudos ó limpiapiés, no especificados.

Frutas pasadas.

Frutas en aguardiente, en almíbar ó en su jugo.

Fustes ó armaduras para monturas.

Flores artificiales de porcelana.

Galletas que tengan algo de dulce.

Gasolina, bencina y nafta.

Gelatina de todas clases.

Harina de papas, de maíz y de centeno.

Hilaza ó hilo para zapateros y las cuerdas de cáñamo para riendas con alma de estopa.

Hilo grueso de cáñamo, de pita, de lino ó de algodón, que no sea de coser, bordar ó tejer.

Hilo acarreto, guarales ó cordeles retorcidos, propios para pescar y el hilo de cáñamo que se emplea en los trenes de pesquería.

Hojalata y latón de hierro manufacturado en cualquiera forma no especificado y las piezas de hierro para uso doméstico cuando vengan con tapas de hojalata ó de latón.

Incienso.

Instrumentos para artes ú oficios con cabos ó sin ellos, como alicates, buriles, compases, barrenas, cucharas de albañil, escoplos, formones, niveles, gurbias, garlopas, azuelas, gullames, leznas, limas, martillos, sierras, serruchos, tenazas y tenacillas, tornos y tornillos de banco, replanes, cepillos, berbiqués ú otros semejantes, y las cajas de madera con algunos de estos instrumentos.

Jabón de piedra, llamado de sastre.

Jarabe de todas clases, excepto los medicinales, los dulces de todas clases, el azúcar cande y la fécula de arroz aromatizada que se emplea en la fabricación de dulces.

Lacre en panes ó barretas ó zulaque.

Lana en bruto y la lona y la loneta cruda de lino ó de algodón.

Leche condensada.

Libros impresos empastados, con excepción de los mencionados en la 8ª clase.

Loza, imitación de porcelana.

Loza de porcelana y de china en cualquier forma no especificada.

Lúpulo ó flor de cerveza.

Madera manufacturada en cualquiera forma, no comprendida en otras clases.

Manígrafos.

Manteca de puerco mezclada con otras grasas y la oleomargarina.

Mármol, jaspe, alabastro, granito y toda otra piedra semejante, labrada ó pulida en cualquiera forma no mencionada en otras clases.

Maicena.

Mechas y torcidos para lámparas y los limpiadores de tubos.

Mostaza en grano ó molida.

Muebles de madera común, de mimbre, de paja ó junco y los de hierro y madera.

Organos ó cualquiera de sus aparatos cuando vengan por separado.

Osteina.

Palitos para hacer fósforos.

Pasadores de madera tejidos con hilo de lino.

Pasta ó mastic para lustrar y también el que sirve para los tacos de billar.

Papel pintado para tapicería.

Pasta imitando porcelana, mármol, granito ú otra piedra fina en cualquier forma manufacturada, excepto en juguetes para niños.

Picadura de tabaco para cigarrillos.

Piedras de chispa, piedras de toque ó de pulir ú otras semejantes, no incluidas en otras clases.

Pieles sin curtir, no manufacturadas.

Polvos para hornear.

Preparación para soldaduras.

Puntas de suela para tacos de billar.

Quesos de todas clases.

Sacos vacíos de cañamazo, de coleta, de crudo ó de otra tela semejante.

Salchichones, chorizos, jamones en latas, pescado en latas, conservas alimenticias, hongos secos ó en salsa, harina lacteada, y todo otro alimento preparado ó sin preparar, no incluido en clases anteriores, como la pasta glutinada de Buitoni.

Salsas de todas clases y encurtidos en mostaza.

Sebo en rama, en pasta ó prensado y toda grasa ordinaria para hacer jabón.

Sifones y máquinas para aguas gaseosas.

Suela colorada y blanca, no manufacturada, y la suela de cáñamo para alpargatas.

Taburetes para pianos de cualquier materia que sean.

Talco en hoja ó en polvo.

Tanza ó hilo de cerda para pescar.

Tapaderas de alambre para las viandas.

Tapas con coronillos de metal, vidrio, cristal ó porcelana.

Telas ó tejidos de algodón, cañamazo, esparto ó lino, para cubrir el suelo, aunque tengan alguna mezcla de lana y las telas de cerda para forrar muebles.

Telas preparadas para retratos y pinturas al óleo y también el esfumino para dibujo.

Telas ó tejidos ordinarios de cañamazo, lino ó algodón para muebles, manufacturados en cinchones ó en cualquiera otra forma, las rodillas de algodón para uso doméstico y la cinta de paja para empaquetar.

Tacones de madera con ó sin casquillos de cobre ó hierro.

Tiras de género ó de papel estañado para el calzado, de un centímetro de ancho y doce de largo.

Tirabotas y tirabuzones.

Tiza en panes, en tablitas ó en otra forma para uso en los billares.

Transparentes y celosías para puertas y ventanas.

Triquitraques.

Tubos ó conductos de goma y las bandas de goma para correajes de maquinarias.

Velas de lona, loneta ó cotonía para embarcaciones.

Velas de sebo.

Velocípedos ó bicicletas.

Vidrio ó cristal manufacturado en cualquiera forma, no comprendido en otras clases.

Vinos, cualquiera que sea su procedencia si se importa en garrafones ó botellas; menos los tintos que corresponden á la 3ª clase. El vino de Oporto aun siendo tinto corresponde á la 4ª clase, si viene en garrafones ó en botellas.

Yeso manufacturado en cualquiera forma, excepto en juguetes para niños.

§ 5.—CLASE V.

Un bolívar, veinte cinco céntimos.

Aceites y jabones perfumados.

Aceite de ajonjolí, de sésamo, de tártago, y otros no comprendidos en clases anteriores.

Aceite de bacalao.

Acido tartárico en polvo.

Arsénico y amoniaco líquido.

Aguas de olor para el tocador y para lavar el pelo, como la florilina y otras semejantes y las aguas para limpiar metales.

Aguardiente de todas clases, excepto el de caña que es de prohibida importación, brandy ó coñac y sus esencias, ajeno, ginebra y sus esencias hasta 22º Cartier; pasando de este grado se hará la liquidación proporcionalmente.

Almendras mondadas.

Aparatos ó conformadores para medidas de sombreros.

Aparatos de fotografía.

Armaduras ó formas de tela engomada para sombreros, gorras y cachuchas.

Argollas y hebillas forradas en cuero ó suela.

Asentadores de navajas, piedras finas para amolar navajas y también la pasta para afilarlas.

Azafrán.

Azoguc ó mercurio vivo.

Baúles, sacos de noche, bolsas y maletas de todas clases para viaje.

Botas para cargar vinos, y las bolsas y saquitos de género encerado para remitir muestras de granos al exterior.

Bragueros, candelillas ó sondas, suspensorios, hilas para heridas, mangas ó filtros, pezoneros y teteros ó biberones, picos de teteras, mamaderas, émbolos, ventosas, collares anodinos, espátulas, lancetas, retortas, clisobombas, jeringas de todas clases y sifones no especificados.

Bramante, brin, cotí, dril, doméstico, liencillo, platilla, warandol ó irlanda cruda de lino ó de algodón y toda otra tela cruda semejante, debiendo aforarse en esta clase cualquiera de estas telas aunque tengan listas ó flores de color, siempre que el fondo sea crudo y la holandilla de hilo, negra ó azul.

Brochas y pinceles de todas clases.

Cajas de suela para sombreros.

Calendarios de todas clases.

Cámaras claras ú oscuras para dibujos ó fotografías y demás aparatos semejantes.

Cañamazo de algodón para bordar y el de hilo crudo, similar al punto ordinario que se emplea para mosquiteros.

Cápsulas, bolsas ó sacos de papel de cualquier clase y tamaño que sean, para uso de boticarios, estén ó no rotulados.

Carey sin manufacturar.

Caserillo, coleta blanca, lienzo de rosa, lomo de camello, crea de algodón y la de hilo llamada crea cruda alemana, números 9, 10 y 11, la crehuela rayada ó de cuadros, pintada ó sin pintar y toda otra tela semejante á las expresadas, no incluidas en clases anteriores.

Cedazos de alambre de cobre, de cuero, de madera ó de cerda.

Cepillos para dientes, el pelo, la ropa, el calzado y para cualquier otro uso, excepto los comprendidos en la 4ª clase.

Cera blanca pura ó mezclada, sin labrar, y la cera mineral.

Cerda de jabalí para zapateros.

Cola de pescado y cola líquida para pega de zapatos.

Colores y pinturas no incluidos en clases anteriores, como azulillo, ultramarino y el kalsonine, tierra de varios colores.

Corcho en tablas, en taponés ó en cualquier otra forma.

Cordonado para zapatos.

Cuarzo amatiste.

Cubeba.

Cortaplumas, navajas, tijeras, chambetas, cuchillos y tenedores, excepto los que tengan mango de hojilla de oro ó plata que corresponden á la 8ª clase y los que la tengan de plata alemana ó plateados ó dorados que corresponden a la 6ª clase.

Cuerdas y entorchados.

Cerveza concentrada.

Corteza de sasafrás y toda otra corteza medicinal.

Dril de algodón blanco y de color, la franela de algodón blanca ó de color, y el llamado dril casinete de algodón y los batanes de algodón.

Drogas, medicinas y productos químicos no incluidos en las clases anteriores, lo mismo que todos los vermífugos y cualquier otro artículo ó substancia de uso medicinal como el bicarbonato de soda, el vino de buey, la semilla de car-

damomo y la planta que la produce; la cerveza peptonizada, la sal de roca para bestias y el elixir amargo de coca.

Encerados ó hules en cualquiera forma, menos los que se emplean para pavimentos, para enfardelar y para techos, incluidos en la 4ª clase.

Entretela de algodón.

Escobas, escobillas y escobillones de cerda.

Esencias y extractos de todas clases no especificados.

Esponjas.

Estereoscopios, cosmoramas, dioramas, panoramas, linternas mágicas y demás aparatos semejantes.

Farolillos de papel, cuellos, pecheras y puños de papel, incluso los forrados en género y el papel manufacturado, no comprendido en otras clases.

Florete, máscaras, petos y guantes para esgrima.

Fósforo en pasta.

Fotografías.

Frazadas de algodón.

Frazadas de lana blancas ó con franjas de color y las oscuras de cabrín.

Goma laca, resina de copal y toda clase de goma ó resina no especificada en otras clases.

Guantes de cerda y también los de esgrima.

Glicerina.

Hilo común de coser, el hilo flojo para bordar y el hilo flojo de una hebra simple, propio para tejidos mecánicos.

Imán.

Imágenes ó efigies que no sean de oro ó plata.

Instrumentos de música, y las cajas de música ó cualquiera de sus partes ó accesorios, exceptuándose los órganos y los pianos.

Instrumentos de cirugía, de dentistas y también los de anatomía, de matemáticas y otras ciencias, no incluidos en otras clases.

Jabón blanco jaspeado, llamado de Castilla ó de Marsella.

Jabón común.

Juegos de ajedrez, de damas, de dominó, de ruletas ú otros semejantes.

Láminas ó estampas de papel.

Libros ó libretines en blanco, creyones y carboncitos para dibujar, bultos y portafolios, libros de esqueletos litografiados para libranzas, lápices de todas clases, excepto los de pizarra, goma para borrar, sellos y timbres para cartas, tintas para escribir y polvo de tinta, cuchillos para papel, lapiceros, lacre, obleas, arenilla, plumas de acero, palilleros, tinteros y todo otro artículo de escritorio, con excepción de los sobres para cartas y de los artículos que tengan algo de oro ó plata.

Libritos con hojillas de oro ó plata finos ó falsos para dorar ó platear, el bronce en polvo y libritos para broncear.

Licoreras vacías ó con licor que no esté comprendido en una clase mayor.

Liencillo, brin y doméstico, crudo ó de colores, de hilo ó de algodón de cualquiera clase que sean.

Limadura de hierro.

Listados, arabias y guingas de lino ó de algodón ordinarios, propios sólo para vestuarios de peonaje.

Listones, cañuelas y cenefas ó molduras de madera, pintadas, barnizadas, doradas ó plateadas y los alzapañes de madera ó sean las abrazaderas ó perillas de madera que se usan para recojer las cortinas.

Luto elástico y de crespó para sombreros.

Licores dulces como chericordial, crema de vainilla, de cacao y otros semejantes.

Madapolán blanco, holandilla blanca, bretaña, doméstico, matrimonio de algodón, irlandia blanca ó de color, crea, elefante, platilla, liencillo, simpático, savaje de algodón y cualquier otra tela semejante.

Marcos ó cuadros de cualquiera materia que sean, con vidrios ó sin ellos, con estampas, retratos, efigies y láminas ó sin ellas.

Máscaras ó caretas de todas clases.

Macarrones, tallarines, fideos y cualquier otra pasta de sopas semejante.

Medidas de cuero, de tela ó papel, sueltas ó en estuches.

Muebles de madera fina, como palisandro, caoba, palo de rosa y nogal; los que tengan forrados el espaldar ó asiento de cerda, lana, algodón ó seda; los de madera ordinaria que estén dorados, y las urnas funerarias de cualquier clase que sean.

Nuez de agalla, nuez moscada y las flores de nuez moscada llamadas macis.

Pantallas de papel, de metal ó de género, y el papel de seda de color.

Pastillas de goma de cualquier clase que sean.

Perfumería de todas clases.

Pergaminos y sus imitaciones en cualquier forma, no comprendidos en otras clases; las telas que sólo se usan para encuadernar libros; la tela de algodón y goma tramada impermeable que se emplea para hacer mantas y sobretodos de invierno, y el fieltro de algodón para máquinas de litografiar.

Pesa-licores ó areómetros de todas clases y los alcohómetros.

Pinturas, cromos, dibujos, retratos sobre lienzo, madera, papel, piedra ú otra materia, los anuncios litografiados que vienen adheridos á cartones y las tarjetas con paisajes ó figuras en color propias para bautismo.

Polvos de arroz y otros semejantes para el tocador, las motas de plumas para usarlos y el caracol de Persia calcinado.

Porta-botellas y porta-vasos.

Polvora.

Tabaco hueva y el torcido para mascar.

Tanino.

Té y vainilla.

Tinta de China de marcar, la de teñir el pelo y cualquiera otra clase de tinta, excepto la de imprenta.

Velas de esperma, de parafina, de composición ó esteáricas y las mechas torcidas para las mismas.

Warandol crudo de lino ó de algodón, aunque tenga listas ó flores de color, comprendiéndose en esta clase el que tiene el fondo aplomado ó amarillo claro.

Yesqueros ó yesca ó mecha para yesqueros.

§ 6.—CLASE VI.

Dos bolívars, cincuenta céntimos.

Abalorios, canutillos y cuentas de vidrio, de porcelana, de acero, de madera ó de cualquiera otra materia, excepto las de oro ó plata; los adornos para urnas funerarias; los objetos de fantasía de vidrio ó porcelana, cuando vengan guarnecidos de metal dorado ó plateado; las plantas artificiales compuestas de caucho, papel y género, representando palmas, begonias y hojas grandes y los envases para dulces cuando vengan forrados con seda ó terciopelo, ó adornados con flores ú otros artículos superiores á la 4ª clase, si no traen dentro los dulces que puedan contener.

Acero forrado y sin forrar para crinolinas y miriñaques.

Alemanisco, bretaña, bramente, cotí, crea, con excepción de la crea cruda alemana nº9, 10 y 11 que corresponden á la 5ª clase, damasco, dril, estopilla, estrepe, florete, garantido, irlandia, platilla, ruán y el warandol blanco ó de color, de lino ó mezclado con algodón.

Alfileres, agujas, ojetes, horquillas, broches para los vestidos y para el calzado, ganchos de zinc para el calzado, hebillas para los sombreros, para los chalecos y pantalones y para el calzado, excepto las de oro ó plata.

Alfombras sueltas ó en piezas.

Almillas ó guarda camisas, bandas, birretes, calcetas, calzoncillos, pantalones, medias y guarda corsés de punto de media de algodón y las telas del mismo tejido. Las almillas ó guarda camisas con cuello y puños ó hechas como para ponérselos postizos pagan este derecho con un recargo de 50 por ciento.

Anteojos, espejuelos, gemelos ó binóculos, catalejos, lentes, telescopios y microscopios, excepto los que tengan la guarnición de oro ó plata, quedando incluidos en esta clase los cristales ó lentes para ellos que vengan por separado.

Barba de ballena y sus imitaciones.

Badanas.

Barómetros, higrómetros, cronómetros, termómetros, octantes ú otros instrumentos semejantes y las brújulas de todas clases.

Bastones, látigos, foetes, y salvavidas, con excepción de los que tienen estoque ó mecanismo para disparar que corresponden á la 7ª clase.

Botones de todas clases, excepto los de seda, plata ú oro.

Bayeta, bayetilla y ratina en piezas ó frazadas y las cobijas hechas de estas telas.

Cachimbos, boquillas y pipas para fumar, de ámbar, de porcelana y de cualquiera otra materia, excepto las de oro ó plata y las determinadas en la 3ª clase.

Cajas conteniendo necesarios de afeitar, costureros, indispensables y necesarios de viaje.

Caracoles ó conchitas sueltas ó formando piezas ó adornos.

Carteras, tabaqueras, tarjeteras, portamonedas, cigarreras, cajitas para anteojos, fosforeras, álbums que no tengan forro de terciopelo, ni dorados ni plateados en la pasta, y cualquier otro artículo semejante, excepto los que tengan algo de oro ó plata.

Cera manufacturada en cualquiera forma, excepto en juguetes para niños.

Colchas, sábanas, mantas, hamacas, cobertores y carpetas para mesas, de lino ó de algodón.

Cintas de goma para el calzado.

Coral en cualquier forma, excepto cuando venga montado en oro ó plata.

Coronas fúnebres y otros adornos funerarios semejantes.

Cordón delgado para tejer y cualquier otro hilo torcido en forma de cordón delgado, como los llamados de cartas y de coser velas, blanco ó de color, que por su flexibilidad no sea cordel y pueda aplicarse á los tejidos de mano ó en máquina.

Crinolinas, polisones y toda clase de miriñaques y los cauchos forrados ó sin forrar que se ponen en la parte interior de los trajes de señoras.

Cuchillos y tenedores con mangos de plata alemana ó metal blanco ó plateados ó dorados.

Colchones, jergones, almohadas y cojines que no sean de seda, las plumas de aves para hacerlos y la tela de alambre manufacturada en la misma forma de los jergones.

Cabuyeras de algodón para hamacas.

Damasco, coquí, bombasí, bordón, colchado, cotí, alemanisco, mahón, nanquín, nanquinete, estrepe, piqué, rasete, tangep, ó lino engomado de algodón, blanco ó de colores, y cualquiera otra tela de algodón semejante á las expresadas, no comprendidas en otras clases.

Dientes y ojos artificiales.

Dedales que no sean de oro ó plata.

Enaguas, fustanes, batas ó dormilonas y tónicos de algodón, hechos ó en cortes, y las telas de algodón preparadas para enaguas con tiras bordadas ó sin ellas.

Efectos de plata alemana ó metal blanco y sus imitaciones, como bandejas, azafates, frenos, bozales, espuelas, estribos, charnelas, hebillas, arañas, lámparas, candelabros ú otros.

Efectos de hierro ú otros metales dorados ó plateados, no incluyéndose los artículos de escritorio que paragán siempre como de 5ª clase, aunque estén dorados ó plateados.

Estambre en rama y pelo de cabra.

Estuches con piecitas de acero, cobre ú otro metal para bordar, para limpiar la dentadura ó las uñas y para dibujos y pinturas.

Escobas, escobillas y escobillones de palma, junco ú otra materia vegetal.

Fieltro en piezas para gualdrapas.

Frazadas de lana ó mezcladas con algodón, con fondos de color ó de diferentes colores, y las mantas ó cobertores para camas, de lana ó mezcladas con algodón, también de colores.

Géneros ó tejidos para chinelas, excepto los de seda.

Goma ó cinta de goma para el calzado.

Gutapercha labrada ó sin labrar.

Hilo de oro ó de plata falsos, alambriillo, lentejuelas, relumbrón, oropel, hojillas, galones, pasamanería y cualquier otro artículo de oro ó plata falsa para bordar ó coser.

Hueso, marfíl, nácar, azabache y sus imitaciones, carey y sus imitaciones, caucho, goma elástica, láminas de celuloide, asta ó cuerno y talco, manufacturados en cualquiera forma, no especificados en otras clases y exceptuando también los manufacturados en juguetes para niños que corresponden á la 3ª clase y los que tengan algo de oro ó plata que corresponden á la 8ª clase.

Manteles, paños de mano y servilletas de todas clases.

Matrimonio de hilo ó mezclado con algodón.

Minuterios ó manecillas, llaves, muellecitos, resortes y otras piezas para el interior de los relojes, que no sean de oro ó plata.

Pábilo y algodón hilado flojo para pábilo.

Pañuelos de algodón, entendiéndose por pañuelo el que no pase de un metro de largo.

Papel dorado ó plateado, el estampado á manera de relieve y el pintado para hacer flores.

Paraguas, sombrillas y quitasoles, de lana, lino ó algodón.

Perlas y piedras falsas sin montar, ó montadas en cualquier metal que no sea oro ó plata.

Pielles curtidas no manufacturadas, excepto la suela blanca ó colorada que corresponde á la 4^a clase.

Plata alemana en cualquiera forma, no especificada.

Plumas de ganso preparadas para limpiadientes.

Plumeros para limpiar.

Prendas falsas.

Relojes de mesa ó pared, los llamados despertadores, los de agua ó arena, y cualquiera otra clase de reloj, excepto los de faltriquera y los introducidos por el Gobierno Federal para uso público.

Sombreros, gorras, cascos y pavitas de paja ó sus imitaciones, sin ningún adorno.

Suela charolada ó de patente no manufacturada.

Sextantes.

Warandol blanco de lino ó mezclado con algodón.

Zarazas, nanzú, calicós, cretonas, tarlatanes, brillantina, listado francés fino y los de otras procedencias finos, aplicables á trajes de señoras, popelinas, malvinas, japonesas, lustrillos, percalas de color y cualquiera otra tela de algodón de color semejante á las indicadas, y no mencionadas en otras clases, como el merino de algodón.

[Concluye en el número de abril.]

COMERCIO MISCELANEO.

REPÚBLICA ARGENTINA.

Importaciones durante 10
años.

Tomamos del informe anual del Departamento de Estadística de la República Argentina, preparado por el Señor FRANCISCO LATZINA, los siguientes datos sobre el tráfico y movimiento marítimo de aquel país; en 1887, las importaciones de la Gran Bretaña solamente alcanzaron un valor de \$34,779,210; en 1896, llegaron á la suma de \$44,729,996, ó sea un aumento de 28.6 por ciento en el término de diez años. De las importaciones totales en 1887, á Inglaterra correspondió el 29.7 por ciento, y en 1896, el 40 por ciento. Las importaciones de Alemania en 1887 ascendieron al 10.3 por ciento del total, y en 1896 al 12.4 por ciento, ó sea un aumento de sólo 2.1 por ciento. En 1887, tocó á Francia el 19.4 por ciento de la importa-

ción total, y en 1896, 10.7 por ciento, ó sea una disminución de 8.7 por ciento. De los Estados Unidos se importó en 1887 por valor de \$11,004,553, y en 1896 \$11,210,475. La proporción relativa respecto al total en los mencionados años, fué de 9.4 y 10 por ciento respectivamente, lo que muestra un aumento de 1.9 por ciento en los diez años. Las importaciones de Italia durante los diez años en consideración aumentaron 4.1 por ciento.

Planta Eléctrica en Córdoba. La Compañía denominada Light and Power Company, establecida en Córdoba, acaba de completar la instalación de la planta eléctrica más grande de la República Argentina. La maquinaria se compone de cinco turbinas de un total de 1,700 caballos de fuerza, cinco generadoras de un total de 1,100 kilowatts, transformadoras con una capacidad de 930 kilowatts y los necesarios conmutadores y demás aparatos para gobernar la maquinaria. Casi toda esta maquinaria ha sido fabricada en los Estados Unidos. Se ha extendido una línea de cable hasta Córdoba para la transmisión de fuerza, y esta ciudad será alumbrada por la nueva planta que en definitiva contará con una capacidad de 6,000 caballos de fuerza.

La Córdoba Light and Power Company, es la primera compañía puramente americana que se ha establecido en la Argentina y se espera que el éxito de esta empresa dé margen á otras del mismo carácter.

BRASIL.

Derechos de Almacenaje en Santos. Mr. FRANK D. HILL, cónsul de los Estados Unidos en Santos, comunica á esta Oficina que todas las mercancías que se entreguen en aquel puerto—sean ó no almacenadas—deben pagar 1 por ciento sobre el valor declarado en la factura, por derecho de almacenaje. Cuando los documentos relativos á las mercancías se demoran en llegar á Santos, y la entrada no se hace dentro de veinte y cuatro horas, el consignatorio debe, en el acto de la entrega, firmar una declaración (termo de responsabilidade) por el valor de los géneros é importe del almacenaje. Trascurrido el término de un mes se cobrará un medio por ciento por cada mes ó fracción de mes adicional.

Fábrica de Fósforos en Río Janeiro. Los trabajos de la fábrica de la compañía denominada Diamond Match Company, situada en Río Janeiro, adelantan rápidamente y se está colocando la nueva maquinara bajo la dirección de los Señores PRESTON y WARNER, ingenieros de los Estados Unidos. Dentro de tres meses, se habrán puesto en su lugar diez nuevas máquinas para la fabricación de fósforos, así como todos sus accesorios, calderas nuevas, motores, etc. La fábrica Cruzeiro podrá entonces producir diariamente 720,000 cajillas de fósforos, ó sea tres veces su producción actual. Si el consumo de fósforos en el Brasil lo requiere, se pondrán en 1898 diez máquinas adicionales. Su gran tamaño y lo perfecto de su maquinaria, permitirá á la fábrica Cruzeiro proveer á todo el país, y llegará á ser no solamente una de las más grandes del mundo, sino también la más perfecta, porque la maquinaria empleada en ella abraza todos los adelantos hechos y patentados últimamente en los Estados Unidos en lo relativo á esta clase de maquinaria.

Goma de Pará y Manaos. El "India Rubber World" de 10 de febrero publica un cuadro comprensivo de las cifras de la exportación de goma por los puertos de Pará y Manaos en los años de 1889-1897. Como

materia de interés general se reproduce á continuación la parte del cuadro relativa á la exportación total á los Estados Unidos y á Europa. Se verá que en 1897 (en que tuvo lugar la mayor exportación) los Estados Unidos ocuparon el primer lugar en la importación.

Años.	Estados Unidos.	Europa.	Total.
	<i>Libras.</i>	<i>Libras.</i>	<i>Libras.</i>
1889	20, 004, 066	14, 946, 888	34, 950, 894
1890	21, 137, 177	15, 004, 652	36, 141, 820
1891	23, 872, 690	15, 335, 157	39, 207, 847
1892	25, 202, 008	15, 603, 324	40, 805, 332
1893	25, 011, 027	17, 163, 404	42, 174, 431
1894	23, 062, 386	19, 869, 306	42, 931, 692
1895	24, 804, 854	20, 983, 759	45, 788, 613
1896	19, 941, 956	27, 681, 888	47, 623, 484
1897	25, 565, 885	24, 014, 017	49, 579, 902

COLOMBIA.

Rivalidad Comercial. En un informe que ha dirigido al Ministerio de Relaciones Exteriores de la Gran Bretaña, Mr. M. VILLIERS, cónsul general interino de dicho país en Bogotá, llama la atención de su Gobierno á los activos esfuerzos que están haciendo los Estados Unidos para aumentar su tráfico en Colombia. A este respecto, hace referencia al hecho de que los Estados Unidos ocupan el primer lugar en cuanto al comercio en hierro, acero, material de ferrocarriles, material rodante, puentes, etc. Esta preponderancia se nota no solamente en los artículos de gran peso, sino también en los pequeños, tales como herramientas de acero, sierras, limas, escofinas, máquinas de picar carne, clavos franceses, etc. También se mandan de los Estados Unidos en gran cantidad, hierro laminado para construcciones, alambre de púas, bicicletas, máquinas de coser, relojes de mesa, joyería falsa, velas y aparatos eléctricos. El tráfico en géneros de algodón, lino y lana es comparativamente pequeño.

Prolongación de Ferrocarriles. Según informes recibidos directamente de Barranquilla, en la República de Colombia se está trabajando con gran actividad en la construcción de ferrocarriles. El ferrocarril de Antioquia propiedad del departamento de este nombre, que está en operación por una distancia de 32 millas de Puerto Berrio á Las Pavas, se está prolongando hasta Medellín, 91 millas. El Ferrocarril de Cúcuta y Puerto Villamizar, en el Río Zulia, que recorre una distancia de 34 millas, se extenderá hasta la frontera de Venezuela, y parte de la obra está ya terminada. El Ferrocarril de Girardot, de Girardot á Junta de Apulio (24 millas) será prolongado hasta un punto en el ferrocarril de Facatativa; esta extensión será de unas 48 millas. El ferrocarril del Cauca, de Buenaventura, en la costa, á San José (21 millas), ha sido traspasado al Gobierno Nacional; esta línea será prolongada hasta Cali, 64 millas hácia el interior.

GUATEMALA.

Recojida de Billetes. El Presidente de la República ha dispuesto en un decreto de fecha reciente que á contar del 1° de enero de 1898, los derechos de importación y exportación deberán abonarse en plata. El

decreto dispone también que se reanude la recojida de los billetes, suprimiendo de esta suerte la circulación de papel moneda autorizada á principios del año pasado.

MÉXICO.

Cultivo del Lino.

Se dice que el cultivo del lino en el Estado de Morelos, México, ha pasado ya del período experimental y ofrece resultados prácticos. Mr. HAMER, que ha estado interesado en aquel cultivo durante los cuatro últimos años, tiene tierras sembradas de lino en diferentes partes del valle de Cuernavaca y está negociando el arrendamiento del valle del Huaymac que contiene unos 1,000 acres de tierra, una gran parte de la cual se dice que es propia para aquel cultivo. Dícese que el paño que se fabrica con el lino que Mr. HAMER cultiva, es de gran duración y de la mejor calidad.

Puerto de Veracruz.

Los trabajos de mejoramiento del puerto de Veracruz, que comenzaron en 1895, á virtud de un contrato celebrado con el Gobierno Mexicano por PEARSON & SONS de Lóndres, están progresando favorablemente. Los detalles relativos á esta empresa se publicaron en el BOLETÍN MENSUAL del mes de setiembre de 1895.

El ingeniero del Gobierno que tiene la inspección de los trabajos por cuenta de este, ha hecho un informe por el cual se sabe que la construcción de los diques está progresando satisfactoriamente; se están colocando en ellos grandes bloques de concreto. Se ha obtenido una profundidad de 8 metros y 50 centímetros (unos 28 piés) en baja mar, entre el muelle del ferrocarril mexicano y el dique del noreste; y en Laja de Adentro, se han obtenido 10 metros (33 piés) de profundidad. En otras partes del puerto se han llevado á cabo trabajos considerables, obteniéndose una profundidad proporcionada. Los trabajos de extensión del muelle de la aduana continúan con actividad; los pilotes son de acero y el piso de madera. Se trabaja con gran actividad en la construcción de las cloacas.

Comunicación Directa con Kansas City.

La compañía denominada Port Arthur and Mexican Steamship Company, formada con el objeto de establecer una línea de navegación que se enlace con la vía férrea que lleva el nombre de Kansas City, Pittsburgh and Gulf Railroad, ha sido constituida legalmente de conformidad con las leyes del Estado de Missouri, con un capital de \$100,000. Al principio la línea tendrá solamente dos vapores de carga, pero se espera que más tarde se establecerá un servicio de pasajeros. Los vapores correrán entre Puerto Arthur, término de ferrocarril, y los puertos mexicanos. Se asegura que ya se han celebrado contratos que garantizan 1,800 toneladas de carga cada mes durante todo el año. Dichos cargamentos vendrán de varias partes de México á Kansas City, que será el punto de distribución. Esta línea directa de comunicación por ferrocarril y por vapor, bajo una sola dirección, será, sin duda alguna, muy útil para el gran tráfico que existe ya entre Kansas City y otros puntos y la República de México.

Caducidad de una Concesión de Ferrocarril.

El Gobierno mexicano ha declarado sin efecto la concesión hecha á R. MARIN Y COMPAÑÍA para la construcción de un ferrocarril de Toluca, capital de Estado de México, á Iguala, atravesando los distritos mineros de Tomascaltepec, Sultepec, Zacualpam y Tasco. La rescisión del contrato se basa en la falta de cumplimiento por parte del concesionario que según dicho contrato, celebrado en 17 de diciembre de

1896 y aprobado por el Congreso en 5 de enero de 1897, quedaba obligado á dar comienzo á los trabajos de la línea dentro de doce meses á contar de la última fecha. La caducidad de la concesión lleva consigo la pérdida por parte de la compañía de los \$5,000 que se depositaron como fondo de garantía.

NICARAGUA.

Cargamentos de Plátanos Evaporados.

Mr. M. J. CLANCY, agente consular de los Estados Unidos en Bluefields, comunica á esta Oficina que algunos de los plantadores en las riberas del Rio Escondido y de sus tributarios, están haciendo experimentos en el embarque de plátanos evaporados. El primer cargamento se hizo á Nueva Orleans recientemente, con resultados muy satisfactorios; y se espera que por medio de este nuevo proceso, podrán utilizarse millones de pequeños racimos de plátanos, propios para secar, pero no adaptables á la exportación en el estado natural.

Los trabajos se llevan hoy á cabo de una manera basta y desmañada, pues las personas ocupadas en esta industria carecen de un conocimiento práctico de la materia. La introducción de maquinaria y trabajadores apropiados á estos trabajos, abrirá en Nicaragua una industria nueva y lucrativa y un mercado á los Estados Unidos para la venta de las herramientas y manufacturas que hayan de emplearse en esta industria.

PARAGUAY.

Cultivo del Tabaco.

El Gobierno del Paraguay está tomando medidas activas para revivir el cultivo del tabaco, que antes era un ramo importante de la industria en esta República, pues no solamente se producía tabaco para el consumo del país, sino también para la exportación. A fin de obtener el resultado que se propone, el Gobierno ha invitado á varios cubanos experimentados en la industria de tabaco, para que preparen un informe sobre el suelo y las oportunidades que el país ofrece. En opinión de dichas personas, algunas localidades presentan condiciones idénticas á las de los mejores terrenos de Cuba. Se ha escogido una plantación cerca de Villa Rica para hacer el experimento, y allí se instruirá á algunos paraguayanos en los métodos empleados en Cuba para el cultivo de tabaco. Aunque la cosecha de 1896, en esta parte del país fué pequeña, el artículo se reputó de igual calidad al de la Vuelta Abajo, y muestras de él se enviaron á la exposición de Bruselas. En 1895 el Paraguay exportó 4,744,096 libras de tabaco.

PERÚ.

Maquinaria para la Minería.

La actividad minera del Perú acentúa cada día la necesidad de maquinarias reformadas para aquella industria. Una de las necesidades más imperiosas es la del uso de dragas para llegar al lecho de los ríos donde hay depositadas inmensas cantidades de oro. Al presente se emplean medios muy primitivos: artesas de madera de una capacidad de 15 libras de arena. Por razón de la falta de medios apropiados solo se recoje oro de junio á octubre, época en que las aguas están bajas, pero si se emplearan dragas podría trabajarse durante todo el año. La terminación del nuevo camino de Crucero á Thara y Huari-Huari á través de una sección rica en depósitos, ofrecerá facilidades para el transporte de maquinaria y el desarrollo de las minas de oro de aquella región.

Inmigración Japonesa.

Mr. ALFRED ST. JOHN, cónsul general interino de Inglaterra en Lima, ha comunicado á su Gobierno la llegada al Perú del representante de una compañía de inmigración de Tokio, el cual ha celebrado contrato con varios dueños de plantaciones de azúcar para el empleo en aquel país de 500 trabajadores japoneses, por lo menos. Se dice además que se establecerá una línea de vapores entre los puertos del Japón y los de la América del Sur, la cual se utilizará para la conducción de estos trabajadores. El objeto del proyecto no es solo ofrecer salida al exceso de población de los distritos del Japón, sino también abrir comunicación comercial directa con la América del Sur.

Comercio de Goma Elástica en Iquitos.

El comercio de goma elástica que tiene su centro en Iquitos y su exportación por los puertos de Manaos y Pará, ha sido desde hace tiempo muy considerable. El "India Rubber World," que se publica en New York, dice que la exportación directa de goma elástica de Iquitos á Europa ha sido nueve veces mayor en los últimos cuatro años, y que las exportaciones de la goma que se trasborda después en los puertos de Manaos y Para, ha aumentado también considerablemente. Este desarrollo del comercio se explica fácilmente por la mayor facilidad de transporte con que cuenta aquella parte del país. Es de lamentarse, sin embargo, que en este nuevo ímpetu comercial del Alto Amazonas, el comercio del los Estados Unidos no figure en absoluto.

EL SALVADOR.

Pago de Derechos de Importación.

El Gobierno salvadoreño ha decretado que el pago del 53 por ciento de los derechos de importación se haga de la manera siguiente: 32 por ciento en oro americano, 10 por ciento en bonos de aduanas, 5 por ciento en bonos emitidos por la casa de moneda, y 6 por ciento en bonos de la deuda francesa. Cuando los bonos estén agotados, las porciones correspondientes se pagarán en oro americano, lo cual prueba que este ha sido adoptado en aquel país como la base del nuevo talón de oro.

URUGUAY.

Comercio con los Estados Unidos en 1897.

En Cónsul General Don PRUDENCIO DE MURGUIONDO, representante del Uruguay en los Estados Unidos, ha remitido á esta Oficina una relación del comercio entre los dos países, en el año común de 1897. El valor total de las exportaciones á los Estados Unidos fué de \$4,391,063; el de las importaciones fué de \$1,135,679; total del comercio durante el año, \$5,526,742. Según este documento, las exportaciones ascendieron á \$3,560,115 durante los seis primeros meses, y á \$830,948 durante los seis últimos meses. La exportación de lana durante la primera mitad del año llegó á \$1,950,674, y la de la última mitad consistió en ochenta y cinco fardos valuados en \$14,825, lo cual acusa una disminución de \$1,935,849. En el año común de 1896, las importaciones procedentes de los Estados Unidos llegaron á \$1,452,531. Estas cifras comparadas con las del año de 1897, acusan una disminución durante este último año de \$316,652. El Señor MURGUIONDO atribuye la disminución en el comercio á los disturbios políticos del Uruguay durante el año 1897; y como este estado de cosas ha cesado, el Señor MURGUIONDO espera una pronta restauración del antiguo comercio existente entre los dos países.

BOLETIM MENSAL

DA

SECRETARIA DAS REPUBLICAS AMERICANAS

UNIÃO INTERNACIONAL DAS REPUBLICAS AMERICANAS

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Nº. 9.

RELATORIO ANNUAL DA SECRETARIA.

ADMINISTRAÇÃO DO FINADO DIRECTOR, O SR. JOSEPH P. SMITH—
ACTA DA COMMISSÃO EXECUTIVA—NOMEAÇÃO DE UM DIRECTOR
PROVISORIO.

Uma reunião da Comissão Executiva da União Internacional das Republicas Americanas, realizou-se na Secretaria de Estado em conformidade com o convite do Secretario de Estado, Segunda-Feira, 28 de Fevereiro, de 1898, ás 11 horas da manhã.

Presentes: O Secretario de Estado, Presidente da Comissão; O Sr. ROMERO, Ministro do Mexico; Honrado WM. R. DAY, Sub-Secretario de Estado; O Sr. FREDERIC EMORY, Director interino da Secretaria das Republicas Americanas.

O Sr. ANDRADE, Ministro de Venezuela, não poudé assistir á reunião, e designou o Sr. ROMERO para que o representasse, ficando assim constituído o quorum da commissão.

O relatorio annual do Director da Secretaria foi apresentado pelo Presidente da Comissão, e, por proposta do Sr. ROMERO, foi approved e se ordenou que copias do mesmo fossem enviadas ás duas camaras do Congresso dos Estados Unidos, e aos Governos representados na União Internacional.

O relatorio do Sr. FREDERIC EMORY, sobre a condição da Secretaria das Republicas Americanas, foi lido pelo Sub-Secretario de Estado.

Uma resolução foi apresentada, e, á moção do Sr. ROMERO, adoptada, approvando os planos e suggestões do Director interino, e nomeando o Sr. FREDERIC EMORY, Director da Secretaria das Republicas Americanas por um periodo que não exceda o corrente anno fiscal, findo em 30 de Junho de 1898.

A resolução declarou que a nomeação tinha por objecto pôr o Director interino nas condições de reorganisar effectivamente os negocios da Secretaria, cancellar todos os contractos feitos para annuncios, para assignaturas, ou quaesquer outros compromissos que lhe parecerem prejudiciaes aos interesses da Secretaria; e, além disto, reorganisar o pessoal, reduzindo o dito pessoal ou os salarios, e dispondo no assumpto o que julgue mais conveniente, “tendo sempre em consideração os interesses geraes da União Internacional e os desejos da Commissão Executiva.”

A Commissão deu instrucções ao Director para que terminasse immediatamente todos os contractos vigentes para conseguir em commissão annuncios e assignaturas para as publicações da Secretaria e descontinuasasse o escriptorio da Secretaria em New York.

De accordo com estas instrucções, o Director, em data de 28 de Fevereiro, notificou ao agente de annuncios da Secretaria o que tinha disposto a Commissão Executiva.

Annuncios continuarão a ser recebidos como até agora para o
BOLETIM MENSAL.

ACHA-SE EM SEGUIDA O RELATORIO ANNUAL DA SECRETARIA JUNTAMENTE COM UMA NOTA EXPLICATIVA DO DIRECTOR INTERINO.

SECRETARIA DAS REPUBLICAS AMERICANAS,
UNIÃO INTERNACIONAL DAS REPUBLICAS AMERICANAS.

Washington, E. U. da A., 28 de Fevereiro de 1898,

SENHOR: Tenho a honra de remetter juntamente com este o relatorio annual do Director da Secretaria das Republicas Americanas. Este relatorio foi preparado de accordo com as instrucções do finado Director, o Sr. JOSEPH P. SMITH, e observa as notas remettidas por elle, como base do documento. O plano do documento foi enviado ao Sr. SMITH, em Miami, no Estado da Florida, mas ao chegar alli, já elle estava tão enfermo que não poudes examinal-o. Estou certo, entretanto, de que o relatorio comprehende effectivamente as ideas do Sr. SMITH, e como dá um resumo

estudado dos trabalhos da Secretaria sob sua administração, e indica os fins geraes que elle tinha em vista, julgo conveniente que seja submettido á Commissão Executiva e transmittido ao Congresso dos Estados Unidos e aos governos das outras Republicas da União Internacional como o relatorio annual da Secretaria.

Sou com respeito,

FREDERIC EMORY,
Director Interino.

Ao Honrado JOHN SHERMAN,
*Presidente da Commissão Executiva da União Internacional
das Republicas Americanas.*

MIAMI, FLA., 28 de Janeiro de 1898.

Ao SECRETARIO DE ESTADO, *Presidente da Commissão*, e
MEMBROS DA COMMISSÃO EXECUTIVA DA UNIÃO INTERNACIONAL
DAS REPUBLICAS AMERICANAS,

SENHORES: Ao submetter meu primeiro relatorio annual como Director da Secretaria das Republicas Americanas, tenho o prazer de felicitar-vos por um notavel melhoramento na importancia e utilidade dos trabalhos da Secretaria. A prudencia do estabelecimento da Secretaria como uma agencia internacional para promover e estender as relações commerciaes e fraternaes entre as republicas do hemispherio occidental, tem sido, na minha opinião, abundantemente confirmada pelos resultados, e o futuro promette grande desenvolvimento da sua utilidade practica.

Um empreendimento tão novo em designio e tão pesado de elementos de possivel attrito, como uma união internacional composta de dez e nove governos distinctos e bem individualisados, deve ser, pela propria natureza das cousas, experimental no principio e gradualmente desenvolvido de anno em anno. Seria difficil achar testemunho mais convincente quanto á communitade geral dos interesses das Republicas dos dous continentes americanos, do que é fornecido no facto de que esta organização, não obstante ser muitas vezes ameaçada por critica hostile, não sómente tem sobrevivido todos os ataques, mas recebe hoje de todas as nações da União, maior apoio e protecção do que recebeu

no primeiro ardor de seu estabelecimento. A Secretaria deve muito do seu desenvolvimento recente á mais activa e vigilante participação dos representantes em Washington das varias Republicas interessadas, e acabou de ter prova notavel da apreciação generosa de seus trabalhos nos Estados Unidos pela verba supplementar recentemente votada pelo Congresso dos Estados Unidos para fazer face ás despesas do exercicio corrente.

Depois de 26 de Janeiro de 1897, data do ultimo relatorio annual do meu predecessor, sahiram á luz as publicações seguintes:

Codigo de Nomenclatura Commercial, em inglez, hespanhol e portuguez (edição revista).

Codigo de Nomenclatura Commercial, em hespanhol, inglez e portuguez.

Codigo de Nomenclatura Commercial, em portuguez, hespanhol e inglez.

Directorio Commercial das Republicas Americanas, 1° vol.

Serviço Diplomatico e Consular das Republicas Latino-Americanas e Hawaii nos Estados Unidos.

Serviço Diplomatico e Consular dos Estados Unidos. (Correcto até 29 de Julho de 1897.)

Manual de Alaska.

Manual de Gúatemala (revisto).

Manual de Hawaii.

Direitos de Importação do Peru, de 1896.

Direitos de Importação dos Estados Unidos de 1897 (inglez).

Direitos de Importação dos Estados Unidos de 1897 (francez).

Direitos de Importação dos Estados Unidos de 1897 (portuguez).

Direitos de Importação dos Estados Unidos de 1897 (hespanhol).

Boletins Mensaes de Fevereiro de 1897, a Janeiro de 1898, inclusive.

Directorio de periodicos da America latina.

Lista official de endereços da Secretaria das Republicas Americanas.

Reciprocidade e commercio.

Commercio hespano-americano.

Especificações para o novo edificio do Governo na cidade do Mexico.

Relações commerciaes na America.

Copias destas publicações acompanham a este relatorio, como annexos I a XX, inclusive.

A obra mais importante do anno foi a preparação do Directorio Commercial das Republicas Americanas. Logo depois de entrar nos deveres do meu cargo, fiquei convencido de que um dos meios mais efficazes para pôr os fabricantes e mercadores dos differentes paizes em relações mais estreitas, assim promovendo as industrias e o commercio, era prover-os de uma fonte de informação digna de confiança a respeito dos nomes de casas dedicadas a ramos especiaes de commercio ou de industria, supplementada de dados mais recentes sobre os recursos, commercio, manufacturas, usos commerciaes, leis de patente e de propriedade, privilegios de negocio, direitos de alfandega, regulamentos de passaportes, etc., das Republicas Americanas e das colonias das Antilhas e da America Central e do Sul, com as quaes têm relações commerciaes.

Vi que uma obra desta natureza foi reconhecida entre negociantes dos Estados Unidos como uma necessidade immediata para promover o commercio com os paizes latino-americanos. A Secretaria publicára no passado directorios commerciaes, os quaes, ainda que de utilidade no periodo em que se publicáram, já tornáram-se antiquados. Senti que a Secretaria necessitava de uma encyclopedia practica das industrias e commercio dos paizes de que se compõe a União Internacional. De certo, uma tarefa de tal magnitude envolveu grandes despesas pela collecção e compilação de uma grande quantidade de dados, sua traducção em hespanhol, portuguez e francez, e a classificação de muitos milhares de nomes.

Pareceu-me, sobretudo, ser indispensavel que a obra fosse preparada com muito cuidado, para que fosse reconhecida em todo o mundo como livro de consulta. Era uma obra que, sob condições ordinarias, teria necessitado longo tempo, mas pela cooperação activa da Secretaria de Estado, e pelo augmento no numero do pessoal da Secretaria para este fim, e auxilio valioso dos Governos interessados, por intermedio de seus representantes em Washington e de empregados de suas varias repartições administrativas, cheguei a acabar e publicar o primeiro volume, em quasi oito mezes depois de ter pensado no trabalho, e quasi cinco mezes depois de começada a obra.

Primeiramente propunha-se publicar um só volume, mas achou-se que a quantidade de dados valiosos foi tão grande que se exigiam dous volumes. Actualmente se está publicando o segundo

volume e este sahirá a luz antes do primeiro de Março. Em outras palavras, terei a satisfação durante o primeiro anno do meu desempenho do cargo de Director, de ter levado a bom exito uma obra que provará effectivamente a capacidade da Secretaria de realizar os objectos para os quaes foi estabelecida, e, especialmente, de dar á luz publicações não sómente de valor ao commercio mas tambem de importancia a economistas, financeiros e legisladores em todo o mundo. Quanto a isto, tenho confiança de que serei absolvido de qualquer accusação de egoismo elogiando uma obra com a qual tenho sido tão intimamente identificado, pelos testemunhos submittidos com este na forma de grande numero de cartas não solicitadas que foram recebidas de organizações commerciaes e de homens de negocio (Annexo XXI).

Entre estas achar-se-hão cartas de recommendação do ultimo Secretario de Estado dos Estados Unidos, o Honrado RICHARD OLNEY, que era tambem o honrado presidente de sua commissão e um dos mais ardentes advogados do systema sob o qual a Secretaria é administrada; do Honrado WARNER MILLER, por muitos annos identificado com o Canal de Nicaragua; do Sr. WILLIAM E. CURTIS, primeiro Director da Secretaria; do Sr. CLINTON FURBISH, meu predecessor immediato; do Sr. THEODORE C. SEARCH, Presidente da Associação Nacional de Manufactureiros; d'um numero de homens de negocio bem conhecidos que têm sido identificados por muito tempo com o commercio da America do Sul, e um numero de Senadores e Representantes do Congresso dos Estados Unidos.

Copias do primeiro volume do Directorio foram enviadas no dia 11 de Novembro de 1897 aos Presidentes das Republicas de que se compõe a União, e no mesmo dia uma copia foi formalmente apresentada ao Presidente dos Estados Unidos pelos representantes da Commissão Executiva, incluido o Honrado JOHN SHERMAN, Secretario de Estado dos Estados Unidos; Senhor DON MATIAS ROMERO, Ministro do Mexico e o Senhor Dr. DON MARTIN GARCIA MÈROU, Ministro da Republica Argentina. Uma completa relação da cerimonia da apresentação é submittida com este. (Annexo XXII.) Copias foram tambem transmittidas aos membros do Gabinete do Presidente, os quaes accusaram o recebimento dellas em cordeaes termos de apreciação, como é evidente de suas cartas apresentadas com este. (Annexo XXII.) Ainda

que se creia que o Directorio possa ser sujeito á prova da mais severa critica, espera-se que nas edições futuras se torne ainda mais valioso aos grandes interesses a que foi destinado.

A experiencia da Secretaria em connexão com a publicação do Codigo da Nomenclatura Commercial, de que quasi a inteira edição está agora em deposito esperando compradores, me fez adoptar os methodos de prosperas casas de imprensa de solicitar assignaturas em adiantamento, com o resultado de ter vendido a repartição commercial da Secretaria, situada em New York, 3,079 copias do Directorio Commercial até 1º de Janeiro, no valor de \$15,395. O custo total do Directorio, incluindo-se a compilação e a publicação de materia descriptiva e estatistica e sua traducção em varias linguas, e a collecção e classificação de mais de 100,000 nomes de firmas, foi de cerca de 48,000. O producto do Directorio montará approximadamente a \$20,000, deixando \$28,000 como ó custo liquido. Parece-me que esta despesa é inteiramente justificada pelos grandes resultados para os interesses communs, que parecem ser assegurados.

Além do Directorio Commercial, que tem occupado tanto do tempo e das energias da Secretaria, o BOLETIM MENSAL, que é a publicação official da União Internacional, foi muito ampliado e melhorado durante o anno passado. Ha uma edição mensal de 75,000 copias, de que mais de 40,000 são circuladas nos paizes latino-americanos, e as rendas provenientes de annuncios augmentaram-se de \$6,416.14 durante o exercicio findo em 30 de Junho de 1897, a \$13,025.24 durante os seguintes seis mezes até 31 de Dezembro de 1897, ou mais que o dobro da renda do anno anterior. Para os seis mezes do 1º de Janeiro até 1º Julho de 1898, as rendas desta fonte não serão menores provavelmente, de \$30,000.

Espera-se, afinal, que a renda proveniente de annuncios fará que o BOLETIM MENSAL possa sustentar-se por si mesmo. Não se propõe fazer do BOLETIM uma fonte de lucro para a Secretaria, mas simplesmente obter os meios para assegurar o melhor material para suas paginas e estender sua circulação para todos os pontos que são de importancia no desenvolvimento do commercio internacional. Ver-se-ha que, si se seguir este systema de proceder, o BOLETIM deverá tornar-se ultimamente uma grande agencia para promover os interesses dos manufactureiros e negociantes em todas

as republicas. Estava disposto, quando primeiramente assumi meu encargo de Director da Secretaria, a duvidar da prudencia de inserir no *BOLETIM* annuncios pagos, mas depois de ter estudado cuidadosamente o assumpto, fiquei convencido de que os beneficios que todas as Republicas Americanas obteriam pela adopção do systema resolvido pela conferencia de representantes da União Internacional celebrada em 1896, sustentariam a prudencia da resolução tomada nesta occasião.

Uma razão importante de inserir annuncios no *BOLETIM* se acha no facto de que é sómente por meio de annuncios que o povo de um paiz pode obter informação sobre o commercio, manufacturas e oportunidades de negocio de outros paizes. Isto é demonstrado claramente pela experiencia pratica da Secretaria no recebimento de cartas de um grande numero de manufactureiros, mercadores e embarcadores dos Estados Unidos, que a informam de grande augmento de commercio como resultado do contacto directo entre vendedor e consumidor, obtido por meio de annuncios no *BOLETIM*. Achar-se-ha juntamente com este relatorio um numero de cartas recebidas de casas importantes dos Estados Unidos, citando exemplos definitivos de negocios obtidos por este meio. (Annexo XXIII.) Os beneficios descriptos, são os que se seguem immediatamente nos Estados Unidos, e por isso creio que a Secretaria tem direito de esperar o apoio proporcionado deste paiz ; mas todas as nações da União Internacional receberão, sem duvida, sua parte dos beneficios resultantes do augmento de commercio, que se pode esperar com confiança que d'ahi resultará.

O Codigo de Nomenclatura Commercial que foi começado pelo primeiro Director da Secretaria sob instrucções da União Internacional, foi concluido e publicado em uma forma mais conveniente do que a proposta primeiramente, em tres volumes, em inglez, hespanhol e portuguez, com os equivalentes em cada caso nas outras linguas, dentro de tres mezes depois de minha nomeação como Director. O valor desta obra, que tem sido proseguida por um periodo de sete annos, é geralmente reconhecido entre os que se dedicam ao commercio latino-americano, e, no correr do tempo, será possivel augmental-a e aperfeiçoal-a.*

* Veja-se o *BOLETIM* de Fevereiro, pagina 1380. Codigo de Nomenclatura Commercial adoptado pelo Secretaria do Thesouro dos Estados Unidos para uso como livro de consulta nas alfandegas.

Durante o verão passado a Secretaria publicou manuaes especiaes do territorio de Alaska e de Hawaii, por causa do interesse popular provocado pela descoberta de ouro n'aquelle e pela proposta annexação deste aos Estados Unidos, e pela procura geral de informações que se considerava que esta Secretaria deveria supprir. Pode-se lembrar que Hawaii, ainda que não seja formalmente parte da União, foi incluído no primeiro plano de suas operações, e sua relação especial aos Estados Unidos parece-me justificar sua inclusão no escopo geral dos trabalhos da Secretaria. Pela mesma razão, Hawaii foi incorporado no 1º volume do Directorio Commercial. Mudanças nas tarifas de Alfândega dos varios paizes de que se compõe a União Internacional, foram promptamente publicadas durante o anno, e edições especias das novas leis de tarifa do Peru e dos Estados Unidos foram publicadas. A lei de tarifa dos Estados Unidos foi publicada em hespanhol, portuguez e francez, assim como em inglez. Estão-se preparando edições revistas dos Manuaes do Brazil, Columbia, Costa Rica, Mexico e Venezuela, as quaes sahirão á luz em breve maiores em forma e contendo informações estatisticas as mais recentes.

Além das publicações acima mencionadas, a Secretaria augmentou seus trabalhos estabelecendo uma repartição de informação, com o fim de responder com a menor demora, e tão exacta e extensamente como for possivel, a muitos pedidos de dados especiaes relativos ás republicas latino-americanas que lhe chegam todos os dias. Desde o primeiro de Setembro, quasi 400 cartas desta natureza foram recebidas e promptamente respondidas, depois de ter feito as necessarias investigações, com o resultado de augmentar muito as informações de commerciantes dos paizes interessados quanto ás condições de uma maior troca de productos entre elles. Os trabalhos da Secretaria tendo sido muito augmentados, achava-se necessario augmentar o numero de empregados para fazer face á exigencia especial da prompta publicação do Directorio Commercial. Depois de ter passado a exigencia, o pessoal foi reduzido a um numero quasi normal; mas quero dizer francamente que a Secretaria deve ter necessariamente grande numero de empregados e pagar salarios liberaes si os trabalhos da Secretaria tiverem de corresponder ás necessidades do desenvolvimento do commercio entre as republicas do hemispherio

occidental. Além d'um numero consideravel de amanuenses, é absolutamente indispensavel que a Secretaria seja provida de traductores efficientes, que possam traduzir promptamente em hespanhol, portuguez e francez, a grande quantidade de dados preparados para as publicações.

Além destes, deveria ter ás suas ordens os serviços de pessoas habilitadas a escrever sobre as condições economicas que formam a base do desenvolvimento do commercio entre as republicas americanas. Este emprehendimento, que, com a approvação da Commissão Executiva, me daria muito prazer proseguir com energia, exige talentos superiores e seria futil dissimular o facto de que os grandes propositos da União Internacional não podem ser promovidos sem o dispendio de maiores sommas do que os pequenos recursos até hoje á disposição da Secretaria. Isto é mais evidente quando consideramos o facto de que as obras já realizadas—imperfectas e longe de satisfactorias como devem ter sido para os meus predecessores, ainda que reflectissem grande credito sobre elles, levando em conta as desvantagens com que luctavam—não se teriam podido obter sem fundos muito em excesso do orçamento, o qual nunca era mais de \$36,000 por anno.

Investigações mostrarão que os Directores anteriores da Secretaria foram obrigados a recorrerem a varios expedientes afim de poderem imprimir as publicações que sahiram á luz de tempos a tempos. Não teria sido possivel imprimir estas publicações com os fundos á disposição da Secretaria, Obteve-se autorisação do Congresso dos Estados Unidos para publicar os differentes manuaes e outras publicações como documentos congressionaes, que deviam ser pagos do fundo geral de impressão. Apesar disto, *deficits* foram incorridos nas contas do impressor publico, e se descobriu recentemente o facto de que estes *deficits* montam a uma somma consideravel. Por falta da autorisação do Congresso de que os meus predecessores gozavam, fiquei muito perplexo para determinar o modo pelo qual esta difficuldade podia ser remediada. Entretanto, espero que este embaraço seja ajustado satisfactoriamente pelo Congresso dos Estados Unidos.

O augmento temporario do pessoal da Secretaria augmentou necessariamente as despesas, e as exigencias dos trabalhos desde então têm esgotado o orçamento regular e taxado pesadamente

os fundos recebidos de annuncios. Nestas circumstancias, chamei a attenção do Secretario de Estado dos Estados Unidos para o assumpto, e se pediu ao Congresso dos Estados Unidos para votar uma verba supplementar de \$41,972 para fazer face ás despesas da Secretaria durante os seis mezes findos em 30 de Junho de 1898. Esta verba foi votada sem opposição, facto que demonstra a apreciação pelo Cogresso do valor practico dos trabalhos da Secretaria.

Tambem tem-se recommendado ao Congresso que faça todo o orçamento de \$36,000 para as despesas da Secretaria para o exercicio findo em 30 de Junho de 1899. Quero dizer, entretanto, que esta somma, na minha opinião, está longe de ser proporcionada ás futuras exigencias da Secretaria, e proponho aos representantes dos paizes de que se compõe a União Internacional, que deem passos afim de assegurar á Secretaria o uso das quotas contribuidas pelas outras republicas, as quaes são actualmente entregues ao Thesouro dos Estados Unidos para reembolsal-o da quantidade das quotas dos varios paizes. Por consequente, a renda da Secretaria destas fontes seria de \$45,000 ou \$50,000. Esta somma mesma não seria sufficiente para as exigencias, e espera-se que se tomem providencias para assegurar á Secretaria fundos que correspondam á importancia e valor pratico de seus trabalhos.

Um dos objectos que tenho tido em vista desde o momento em que reconheci as capacidades da Secretaria, tem sido a cooperação activa de todos os membros da União Internacional, não sómente a cooperação dos Governos destes paizes aos quaes devo apoio valioso, mas a dos interesses industriaes e commerciaes de toda a classe. Parece-me que este objecto podia ser servido pela nomeação de commissarios que representassem a Secretaria, sem remuneração, nos principaes centros industriaes e commerciaes dos varios paizes. Seria encargo especial da Secretaria fornecer estes representantes com informações exactas sobre as opporrtunidades e o desenvolvimento do commercio, o estado dos mercados, as exigencias dos consumidores, etc., dos outros paizes, e os commissarios, por outro lado, contribuiriam para a Secretaria, de suas respectivas localidades, com grande quantidade de dados valiosos, e tambem poderiam chamar a attenção de negociantes de sua localidade para os trabalhos da Secretaria. Espero que esta idea

seja approvada pela Commissão Executiva e que possa ter sua cooperação no que me parece ser meio pratico e valioso para promover as relações commerciaes.

Tenho o prazer de communicar á Commissão Executiva que a Secretaria, de accordo com a recommendação da Commissão e por intermedio dos representantes dos paizes latino-americanos nos Estados Unidos, e dos ministros dos Estados Unidos junto áquellas Republicas, obteve para as publicações da Secretaria os privilegios de porte franco nas Republicas de Costa Rica, Equador, Guatemala, Haiti, Honduras, Nicaragua, e Venezuela. Reconheci a importancia desta concessão logo depois de encarregar-me dos negocios da Secretaria, e quero declarar minha apreciação pela promptidão com que meu pedido foi concedido pelas differentes Republicas. Anteriormente o México era o unico paiz da União Internacional que tinha concedido privilegios de porte franco ás publicações e correspondencia da Secretaria. Espero que mais tarde, todos os paizes da União Internacional sejam incluídos neste arranjo, pelo qual se faz grande economia nas despesas da Secretaria.

Uma das evidencias mais animadores da crescente apreciação dos trabalhos da Secretaria tem sido o interesse activo mostrado pelas grandes organizações commerciaes dos Estados Unidos, taes como a Associação Nacional de Manufactureiros, o Museu de Philadelphia, as associações de exportação de New York, o Club Hespanhol de St. Louis e outras organizações. Estas differentes organizações esforçaram-se por muito tempo para promover relações commerciaes entre os Estados Unidos e os paizes sul-americanos. O Museu de Philadelphia deu evidencia notavel de sua liberalidade e iniciativa na viagem que homens de negocio da America do Sul fizeram nos Estados Unidos no verão passado, a qual foi o resultado de seus esforços especiaes, e a Associação Nacional de Manufactureiros recentemente deu um passo de grande importancia no estabelecimento d'um armazem de amostras em Caracas.

Todas estas organizações reconhecem o facto de que esta Secretaria podia tornar-se instrumento poderoso, não para antecipar ou substituir seus trabalhos, mas para assistil-os por esforços intelligentes e bem dirigidos. Minha idea da Secretaria é a de grande agência para promover empresas particulares ou incorporadas e remover obstaculos contra ellas. Os negocios que têm

sido introduzidos na administração da Secretaria foram sómente os que favorecem este fim. Seria infeliz, na minha opinião, si os trabalhos da Secretaria combatessem desnecessariamente os de qualquer agencia organizada para promover o commercio. Todas estas agencias devem ser fomentadas e desenvolvidas, e estou certo de que seus interesses serão promovidos de melhor modo coooperando com a Secretaria nos seus esforços de infundir intelligencia e energia no commercio entre os varios paizes. O que contribue para augmentar os recursos e a influencia da Secretaria, resultará, afinal, no beneficio de todos aquelles que querem tomar maior parte no commercio das differentes Republicas. Pela mesma razão, a Secretaria é interessada nas varias emprezas para celebrar exposições das industrias e commercio dos differentes paizes da União, para estabelecer museus de artigos manufacturados e outros productos, augmentar as agencias de informação commercial e nas emprezas analogas.

Nesta connexão quero chamar especialmente a attenção para a Exposição Trans-Mississippiana, que terá lugar em Omaha durante o proximo verão; para a Exposição Pan-Americana que terá lugar em 1899, em Buffálo, e solicita o apoio generoso da União Internacional; e para a Exposição de Paris em 1900, assim como para as exposições projectadas nos varios paizes da União. Na minha opinião, a Secretaria das Republicas Americanas deve ser representada nestas exposições e esta exigencia fornece outra razão para grande augmento dos recursos da Secretaria. Recommendo este assumpto á attenção especial da Commissão Executiva, e ficaria agradecido si tivesse uma declaração fôrmal de sua approvação do plano indicado.

Outro assumpto que me tem attrahido a attenção e interessado, á proporção que me tenho familiarisado com as condições praticas do commercio entre os differentes paizes deste hemispherio, é a necessidade absoluta de tratados de reciprocidade para o desenvolvimento do commercio entre os paizes americanos. Este assumpto, como sabe a Commissão Executiva, está recebendo a attenção d'um enviado plenipotenciario especial dos Estados Unidos, e espero que seus trabalhos tenham resultados praticos para todos os paizes da União Internacional. Não se pode duvidar que os fabricantes dos Estados Unidos desejam celebrar arranjos desta natureza, que os ponham nas condições de venderem

seus productos nos paizes do sul, e sua influencia será manifestada, sem duvida, para com aquellas concessões que derem aos paizes latino-americanos as maiores sahidas para seus productos nos Estados Unidos. Parece-me meu dever especial auxiliar este empreendimento tanto quanto poder, e sinto muita satisfação, em notar muitas indicações de semelhante sentimento, não sómente nos Estados Unidos, mas tambem nas republicas da União Internacional.

Sinto profundamente que o estado da minha saude durante os ultimos seis mezes me impedisse de proseguir os planos com a energia que minha continua presença no lugar ter-me-hia permitido exercer. Espero, entretanto, que nenhuns dos interesses da Secretaria tenham soffrido, mas, pelo contrario, que se achem effectivamente adiantados. Quando me fôr restabelecida a saude, ser-me-ha causa de muito prazer assumir de novo os meus deveres, e sentir que tenho conquistado sua approvação e que posso confiar na sua cooperação, augmentando os trabalhos da Secretaria e dirigindo-os de modo que sejam realisados os planos judiciosos e liberaes da União Internacional.

Remetto juntamente com este, uma relação da receita e despesa da Secretaria até 1º de Janeiro de 1898. (Annexo XXIV.)

Com gratidão ao honrado presidente e distinctos membros da Commissão Executiva, pelos conselhos e serviços prestados nos momentos criticos dos negocios da Secretaria durante o anno passado.

Tenho a honra de ser, obediente servidor,

JOSEPH P. SMITH, *Director*.*

[Annexos.]

I-XX. Publicações da Secretaria das Republicas Americanas.

XXI. Cartas de recommendação do Directorio Commercial.

XXII. Conta da cerimonia da apresentação do Directorio Commercial ao Presidente dos Estados Unidos, incluindo a carta de transmissão e as cartas dos Membros do Gabinete relativas a elle.

XXIII. Cartas de homens de negocio relativas á inserção de annuncios no BOLETIM MENSAL.

XXIV. Recceita e despesa da Secretaria.

Omittem-se estes annexos por falta de espaço.

* O Sr. SMITH estava tão enfermo quando este relatorio lhe foi submettido, que não poude examinal-o. Como se explicou acima, o relatorio foi preparado de accordo com as notas escritas por elle.

ANNUNCIOS NO BOLETIM.

A seguinte circular que explica a acção da Comissão Executiva ao rescindir o contracto celebrado com o Sr. CHARLES E. LOCKE, até agora agente de annuncios da Secretaria, foi enviada aos annunciantes no BOLETIM MENSAL, publicações commerciaes, commerciantes eminentes, etc.

SECRETARIA DAS REPUBLICAS AMERICANAS,
UNIÃO INTERNACIONAL DAS REPUBLICAS AMERICANAS,
Washington, E. U. da A., 5 de Março de 1898.

SENHOR: Sois informado por esta de que n'uma reunião da Comissão Executiva da União Internacional das Republicas Americanas, que teve lugar no dia 28 de Fevereiro, fui nomeado Director da Secretaria das Republicas Americanas, por um periodo que não exceda o exercicio findo em 30 de Junho de 1898, afim de reorganizar os negocios da Secretaria. Nesta reunião recebi instrucções de rescindir o contracto celebrado com o Sr. CHARLES E. LOCKE, para solicitar, em commissão, annuncios e assignaturas para as publicações da Secretaria, por se ter visto que este methodo de conduzir os negocios da Secretaria causava gastos muito em excesso das receitas, e tambem punha em conflicto os interesses das publicações commerciaes e casas editoras dos Estados Unidos com esta Secretaria.

O objecto primordial da Comissão Executiva, que, como sabeis, é composta dos representantes das Republicas latino-americanas e dos Estados Unidos, foi obter fundos dos annuncios que augmentassem a utilidade da Secretaria sem envolver os governos interessados em gastos addicionaes.

Crê-se que se podem servir estes interesses sem prejudicar os de particulares no paiz, si se continuar recebendo annuncios para o BOLETIM MENSAL da Secretaria, fazendo a dita publicação tão valiosa que mereça o apoio não sómente das casas de commercio que solicitam mercados nos paizes latino-americanos e dos exportadores destes paizes que desejam vender seus productos nos Estados Unidos, mas tambem das publicações commerciaes e de todos os outros interesses que possam receber beneficios com o desenvolvimento do commercio com a America-latina.

Este ramo dos trabalhos da Secretaria ainda não tem sido aperfeiçoado quanto aos detalhes; mas, entretanto, solicito a V. S. respeitosamente que estude com attenção o assumpto. Muito me agradaria poder contar com seu apoio nos meus esforços para levar ao cabo o que, tenho o conhecimento pessoal, era o plano do finado Director, JOSEPH P. SMITH, estabelecendo esta Secretaria sobre um plano digno e fazendo-a uma agencia activa para o desenvolvimento do commercio entre as Republicas Americanas.

Sou com respeito,

FREDERIC EMORY,
Director.

RELAÇÕES COMMERCIAES ENTRE OS PAIZES AMERICANOS.—IX.*

RECURSOS INTERIORES DA AMERICA CENTRAL.

No numero do BOLETIM MENSAL correspondente ao mez de Fevereiro, tratou-se dos recursos naturaes do Mexico. Vamos agora fallar dos da America Central, que é uma das tres grandes secções em que se divide nosso continente.

Com uma extensão territorial quasi igual á da França, a America Central contem apenas uma população menor que a da Belgica, cujo territorio é muito mais pequeno que o da Republica de Costa Rica. Tendo um solo muito rico que dá em abundancia todos os productos da zona tropical, com uma posição geographica sem rival, gozando d'um clima suave e saudavel, com um immenso littoral sobre ambos os mares e com a perspectiva d'um canal interoceanico atraves de seu territorio, a America Central está destinada a um futuro brilhante e a ser um dos grandes imporios do commercio universal.

A falta de boas vias de comunicação entre os cinco Estados, tem impedido, até certo ponto, o desenvolvimento d'aquelle bello paiz. Mas durante os ultimos annos tem-se notado grande actividade na construcção de estradas de ferro, e, ainda que até hoje estas se limitem ao trafico interior de cada secção, mais tarde unirão as secções e darão em resultado um grande impulso á industria, agricultura e ao commercio.

As principaes estradas de ferro que actualmente existem na America Central são estas: em Guatemala, a Estrada de Ferro do Sul que parte do porto de San José, no Pacifico, passa por Escuintla e termina na capital depois de ter percorrido uma distancia de 75 milhas; a Estrada de Ferro Occidental, que tem 41 milhas de extensão e une San Felipe com o porto de Champerico; um ramal da Estrada de Ferro do Sul, entre Escuintla e Patulul; uma linha de Iztapa á estação de Naranjo, na Estrada de Ferro Central ou do Sul, e um ramal da Estrada de Ferro do Norte de 129 milhas de extensão, de Puerto Barrios a Rancho de San

*O primeiro artigo desta serie escripto por JOSEPH P. SMITH, finado Director, foi publicado no BOLETIM MENSAL de Julho de 1897. A serie será continuada por diferentes contribuidores nas linhas estabelecidas pelo Senhor SMITH.

Augustin. No Salvador ha a linha ferrea que vai do porto de Acajutla á cidade de Santa Anna, e de Armenia a Ceiba, e a de Santa Tecla á capital. Honduras tem uma estrada de ferro que une Puerto Cortez com San Pedro Sula. Em Nicaragua existe uma boa linha ferrea dividida em duas secções. A primeira corre de Corinto a Momotombo, sobre o lago de Managua, por uma distancia de 58 milhas, e a segunda que é de 32 milhas, vai de Granada á capital, que tambem está situada na margem do mesmo lago. A communição entre este ultimo ponto e Momotombo se faz por meio de vapores pequenos, mas muito commodos e bem construidos.

Costa Rica tem duas estradas de ferro abertas ao trafico, uma para o Atlantico e outra para o Pacifico. A primeira é de maior importancia, porque une a capital com o porto de Limón, que é o principal da Republica e um dos melhores da America Central. Esta linha tem uma extensão de 117 milhas e termina em Alajuela. A outra estrada de ferro corre de Esparta ao porto de Puntarenas, e é sómente de $14\frac{1}{2}$ milhas. Entre as estradas de ferro que se estão construindo na America Central, devem ser mencionadas as seguintes: Em Guatemala, a Estrada de Ferro do Norte, entre Puerto Barrios e a capital da Republica, uma parte da qual já está terminada; no Salvador está para concluir-se uma estrada de ferro do porto da União á capital, que terá mais de 200 kilometros de extensão, e que passará pelas principaes cidades do oriente. Tambem se está construindo a secção de Ceiba a Santa Tecla. Em Nicaragua estão muito adiantados os trabalhos na estrada de ferro de Masaya a Diriamba, que atravessa uma das partes do paiz onde se produz o melhor café, e em Costa Rica tem-se começado a construcção da estrada de ferro ao Pacifico.

Os principaes productos da America Central são café, assucar, cacáo, anil, milho, tabaco, borracha, couros, madeiras de construcção, páus de tinturaria, e todas as fructas tropicaes, entre as quaes occupa o principal lugar a banana. O café da America Central é famoso em todos os mercados do mundo. Seu cultivo tem sido desenvolvido nos ultimos annos de uma maneira maravilhosa e continúa augmentando, apesar de que o preço do artigo tem baixado consideravelmente. Em Guatemala e Costa Rica a colheita de café representa a maior parte da produção nacional. Na primeira destas republicas havia em 1892 uma extensão de mais de 964 caballerias dedicadas ao cultivo do café, e o numero de arvores

era então de 64,186,922. A colheita montou a 36,999,464 libras naquelle anno.

O café é o grande producto de Costa Rica, aonde foi levado pela primeira vez em 1796, e o que se produz naquelle paiz é de superior qualidade, como se prova pelos altos preços que tem obtido nos mercados da Europa, principalmente na Inglaterra. Exportam-se annualmente cerca de 40,000,000 libras. Na Exposição de Chicago houve 75 expositores de café de Costa Rica, dos quaes 55 receberão medalhas, proporção que não conseguiu obter nenhum dos outros paizes que figuraram naquella grande exposição. No Salvador o café se dá em todos os districtos da Republica. Nos planaltos do interior de Honduras se dá café de excellente qualidade, e ainda que até agora a producção tenha sido limitada, todo indica que dentro de pouco tempo augmentará notavelmente. N'um relatorio que dirigiu á Secretaria de Estado em data de 6 de Fevereiro de 1897, acerca do cultivo de café em Nicaragua, o Ministro BAKER expressa-se como se segue:

“ Para illustrar o desenvolvimento da industria do café nessa secção (Matagalpa), observarei que quando cheguei a este paiz, ha quatro annos, não havia aqui mais que vinte e oito americanos, contando homens, mulheres e crianças. Actualmente ha uma colonia de noventa americanos. * * * Em 1893 o numero de cafeeiros calculava-se em menos de 50,000, e destes muito poucos davam fructo; hoje existem mais de 7,000,000 arvores. Si a estação fôr boa, crê-se que a colheita do anno vindouro montará a 4,000,000 libras, devido a que os novos cafeeiros vão começar a dar fructo. O capital americano empregado em Matagalpa em 1893, não excedia de \$50,000 em moeda dos Estados Unidos. Hoje, as companhias americanas tem empregado a quantia de \$405,000 e os particulares a somma de \$155,000, o que somma um total de \$560,000 (ouro).

Segundo dados subministrados pela Repartição de Estatistica da Secretaria do Thesouro dos Estados Unidos, as exportações de café da America Central para este paiz foram em 1897 como se segue:

De Costa Rica.....	\$3,439,374
De Guatemala	1,862,589
De Honduras.....	847,230
De Nicaragua.....	1,262,701
Do Salvador.....	1,112,534

Todas estas quantias são em ouro americano.

O cacáo da America Central é justamente famoso e o de Guatemala é o melhor do mundo, mas quasi todo é consumido no paiz, e, por conseguinte, não constitue um artigo importante de exportação.

A criação de gado é uma das grandes industrias da America Central, e de todos os cinco Estados, Honduras é provavelmente o que reúne as maiores vantagens para esta industria, ainda que Guatemala e Nicaragua as offerecem tambem em grande escala.

O tabaco da America Central é tão bom como o do Mexico, e os charutos de Salvador gozam de grande e bem merecida reputação.

A banana é um dos productos mais importantes da America Central. É uma planta de cultivo facillimo e dá muito fructo com pequenos esforços. A exportação deste artigo de varios pontos da costa centro-americana sobre o Atlantico, tem crescido muito e augmenta de anno em anno. Toda a colheita é embarcada para os Estados Unidos, e ha linhas de vapores que se dedicam a este tráfico quasi exclusivamente.

A America Central é um dos paizes do novo mundo mais rico em mineraes, e se encontra em todas as partes, ouro, prata, ferro, cobre, chumbo, azougue, carvão de pedra, etc. A exploração de minas de ouro constitue uma grande industria, na qual estão interessadas muitas companhias estrangeiras. Honduras é talvez o paiz centro-americano que contem o maior numero de minas, e sua riqueza mineral é incalculavel; mas tambem Guatemala, Nicaragua e Costa Rica occupam um lugar muito importante por seus depositos de ouro e de outros metaes. A exploração destes depositos não tem chegado ainda a seu completo desenvolvimento e tudo parece indicar que o que até agora se conhece da grande riqueza metallifera da America Central parecerá muito pouco quando se tiver descoberto o que ainda está por se conhecer.

Larga tarefa seria enumerar um por um todos os productos que dá o privilegiado solo da America Central, mas o que já contamos, mostra quão rica é aquella terra, que habitada hoje apenas por pouco mais de 3,000,000 de seres humanos, podendo conter abundantemente 30,000,000, produz, em proporção á sua população, tanto como os paizes mais productores do globo.

O commercio dos Estados Unidos com os paizes centro-americanos augmentou-se muito nos ultimos annos. Segundo os dados subministrados pela Repartição de Estatistica da Secretaria do Thesouro dos Estados Unidos, as exportações deste paiz para a America Central durante o exercicio de 1896-97, foram as seguintes:

Para Costa Rica.....	\$1,292,709
Para Guatemala.....	2,992,118
Para Honduras.....	699,682
Para Nicaragua.....	1,038,664
Para Salvador.....	1,596,861

As importações nos Estados Unidos procedentes destes paizes no mesmo periodo foram as seguintes:

De Costa Rica.....	\$3,439,374
De Guatemala.....	1,862,589
De Honduras.....	847,230
De Nicaragua.....	1,262,701
Do Salvador.....	1,112,534

A America Central offerece vasto campo ao espirito de empreza do povo americano. Seus portos estão em constante communição com os dos Estados Unidos no Atlantico e no Pacifico. As principaes linhas de navegação entre este paiz e os Estados centro-americanos são a “Pacific Mail Steamship Line,” cujos vapores sahem de San Francisco da California e tocam em todos os portos da America Central sobre o Pacifico; a linha Atlas, cujos vapores vão a Limón, em Costa Rica, a Puerto Barrios, em Guatemala, e a San Juan del Norte, em Nicaragua; a “Panama Railroad Steamship Line,” que faz viagens regulares entre New York e Colón, em Columbia, e cujos vapores fazem connexão com os da Pacific Mail que navegam entre Panamá e os portos centro-americanos; a “New York and Central American Steamship Line,” que vai de New York a Puerto Barrios; a “New Orleans, Belize Royal Mail and Central American Steamship Company, Limited,” de New Orleans a Puerto Barrios; a “Royal Mail Steamship Co.,” que tem vapores que vão semanalmente de New Orleans a Puerto Cortez, e algumas outras.

Pela sua proximidade aos Estados Unidos, a America Central tem naturalmente de estreitar cada dia mais suas relações commerciaes com este paiz, pois produzindo-se aqui tão bem ou

melhor que na Europa todos os artigos que se consomem nos cinco Estados, não parece existir razão alguma para que vão a buscá-los ao outro lado do Atlantico. Si até hoje o commercio daquelles paizes com os Estados Unidos não tem toda a importância que deveria ter, e que terá em dia não distante, isto é devido, em grande parte, a que todavia não se comprehende bem em alguns pontos da America Central o que vale a industria norte-americana. Os fabricantes deste paiz não se têm esforçado bastante, talvez, em dar a conhecer seus productos aos commerciantes centro-americanos, e, por conseguinte, não é de estranhar que, acostumados estes por muitos annos a commerciar com a Europa, continuem fazendo-o em consideravel escala, apesar da distancia que separa a America Central dos mercados do velho mundo.

Quando se tem estabelecido uma corrente commercial é difficil tarefa desviar-a, e isto sómente pode conseguir-se por meio de grandes e constantes esforços, que mostrem aos consumidores as vantagens que um novo mercado offerece sobre os velhos. Além d'isso, sendo o commercio questão de interesse e não de sentimento, a reciprocidade é indispensavel para seu desenvolvimento, porque cada paiz sempre procura o que necessite daquelle que em sua vez tome em troca seus productos. No dia em que os commerciantes centro-americanos chegarem a convencer-se de que os artigos que exportam podem ser vendidos mais vantajosamente nos Estados Unidos que na Europa, e de que podem comprar neste paiz aos mesmos preços e em iguaes condições mercadorias tão boas como as que comprem na França, Inglaterra, e Allemanha, por exemplo, e ainda melhores, todo o commercio da America Central far-se-ha com este paiz, porque a distancia que separa os portos centro-Americanos dos grandes centros industriaes da Europa, faria impossivel a concorrência por parte destes.

A distancia de New York ao porto de Limón, em Costa Rica, é de 2,025 milhas, e de New Orleans ao mesmo ponto sómente de 1,340. De San Francisco a Puntarenas, em Costa Rica, ha 2,793 milhas, e sendo esta a republica centro-americana que está mais ao sul, é claro que seus portos estão um pouco mais distantes dos Estados Unidos que os de Guatemala, Salvador, Honduras e Nicaragua. Comtudo, comparem-se as referidas distancias com as que estão entre o littoral centro-americano sobre o Atlantico e os portos da Inglaterra, França, e Allemanha, e desde logo se notará

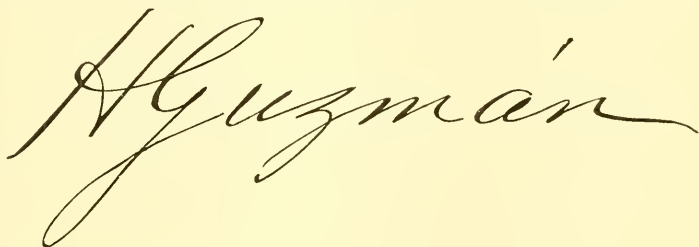
a vantajosa posição dos Estados Unidos, tratando-se do commercio com a America Central. O estabelecimento d'uma exposição permanente de manufacturas americanas na America Central, como a que se tem aberto na capital de Venezuela, contribuiria notavelmente ao objecto em referencia. Seria assim mesmo de grande utilidade enviar agentes commerciaes competentes, conhecedores do paiz, de seus gostos, e de seu idioma, que mostrassem d'uma maneira pratica ao povo centro-americano que os Estados Unidos podem fornecer-lhes todos os artigos que lhes offerece a Europa.

Mas ha um ponto sobre o qual não se pode insistir demasiado, e é o dos creditos, que são a base do commercio entre as nações latino-americanas e as europeas. Emquanto que os commerciantes da America Central não puderem obter nos Estados Unidos os mesmos prazos que obtêm na Europa para fazer seus pagamentos, não se conseguirá o objecto desejado. E é bom que isto se tenha sempre presente, porque é o ponto de partida de toda a questão. É indubitavel que apesar dos obstaculos com que tem luctado, o desenvolvimento commercial entre os Estados Unidos e a America Central, faz-se sentir cada dia mais. Mas si os mercados dos Estados Unidos fossem melhor conhecidos alli, si as facilidades bancarias fossem maiores, si os fabricantes americanos se esforçassem por satisfazer o gosto especial daquelles povos, offerecendo-os os artigos a que estão acostumados, e, sobretudo, si lhes vendessem productos aos preços a que lhes vende a Europa e sob identicas condições, não tardaria em chegar o momento em que desde Guatemala até Costa Rica, os commerciantes norte americanos dominariam o commercio sem encontrar concorrência digna de temer-se.

A America Central tem sempre despertado grande sympathia entre o povo dos Estados Unidos, e estadistas, escriptores e economistas distinctos deste paiz, lhe têm dedicado attenção especial. A Grande Republica não pode ser indifferente ao desenvolvimento d'uma terra á qual é ligada por tradições historicas, assim como por interesses politicos e commerciaes, terra destinada, como dissemos atraz, a um futuro brilhante. Aquella porção do continente americano, que serve de laço de união ás duas grandes secções do norte e do sul, tem attrahido a attenção do mundo, e referindo-se a ella escreveu, ha mais de quarenta annos, um eminente publicista

americano, E. G. SQUIER, estas linhas que revelam a penetração de seu espirito:

“As relações naturaes da America Central, como são indicadas pelas condições geographicas já apontadas, são antes de tudo com o Pacifico e com os Estados que agora existem ou podem existir mais tarde sobre esse oceano. Mais cedo ou mais tarde, este paiz occupará a respeito da California e a maior parte do Mexico, assim como alguns dos paizes da America do sul, uma posição correspondente á que agora têm as Antilhas a respeito dos Estados Unidos e da Europa, com a importante circumstancia addicional de que a America Central é já uma via de communicação entre o hemispherio oriental e o occidental e que talvez chegará a ser mais tarde um caminho commercial. Seu destino está claramente escripto na configuração de suas costas, gravado em sua superficie e demonstrado por sua posição geographica.



COMMERCIO ENTRE A REPUBLICA ARGENTINA E O PERU.

O Senhor GUESALGA, Ministro da Republica Argentina no Peru, escreveu recentemente um extenso artigo sobre o commercio entre seu paiz e o Peru, expondo as grandes oportunidades que existem para o desenvolvimento do commercio entre os dous paizes. Diz que actualmente não ha commercio algum entre o Peru e a Republica Argentina. O Peru produz e fabrica petroleo e sal em grande escala, e tambem produz vinhos, etc. Em vista do augmento de direitos de importação nos Estados Unidos de varios productos da Republica Argentina, e o correspondente augmento na tarifa da Republica Argentina sobre o petroleo dos Estados Unidos, o Sr. GUESALGA pensa que esta é uma boa oppor-

tunidade para a importação na Republica Argentina de petroleo do Peru.

Segundo as estatisticas a importação de petroleo na Republica Argentina é no valor de \$905,000 (ouro) annualmente.

A producção de sal no Peru, que é monopoleo do Governo, tem tambem grande importancia. A Republica Argentina importa sal da Europa no valor de \$400,000 (ouro) annualmente. A Hespanha sómente importou na Republica, em 1895, 635,235 hectolitros no valor de \$380,000 (ouro).

Ha duas linhas de vapores em serviço regular entre Calláo e Buenos Aires: a Kosmos (allema) e a Pacific Steam Navigation Company (ingleza), cujos fretes são relativamente baixos.

O Sr. GUESALGA advoga em seu artigo um tratado commercial entre os dous paizes, pelo qual o trigo e a farinha da Republica Argentina poderiam ser admittidos livres de direito no Peru, com uma clausula de reciprocidade applicavel ao petroleo e ao sal do Peru.

O Peru importa trigo do Chile, Nova Zelanda e California; seu consumo é de 70,000,000 kilogrammas annualmente. O Peru poderia importar da Republica Argentina, animaes vivos, xarque, etc.

A actual producção de petroleo no Peru, é approximadamente de 500,000 barris, de 160 litros cada um, annualmente, extra-hidos de 44 poços.

A exportação de sal é muito consideravel; nos nove primeiros mezes de 1896, se exportaram:

	Kilogrammas.
Columbia.....	1, 500, 000
Chile.....	5, 500, 000
Equador.....	1, 380, 000
Total	8, 380, 000
Consumo domestico...	7, 814, 500
Consumo industrial	700, 000
Total	16, 894, 500

A producção de trigo na Republica Argentina, durante os cinco ultimos annos foi a seguinte:

	Toneladas.
1891.....	395, 555
1892.....	470, 110
1893.....	1, 108, 137
1894.....	1, 608, 249
1895.....	1, 010, 269

BRAZIL.

INDUSTRIA DA OLARIA.

Sabe-se, ha muitos annos, que a terra argillifera do Estado de São Paulo dá um barro excellente para a fabricação de olaria em grande escala. Têm-se feito muitos esforços neste sentido, mas em geral não se tem obtido bons resultados. O máo exito, ou exito parcial destas emprezas é attribuido principalmente á falta de administradores e trabalhadores entendidos na industria. A fabricação de tijolos para calçamentos, construcção de casas, etc., tem obtido melhores resultados, e hoje podem-se ver cerca dos suburbios de São Paulo, e em outros pontos do paiz, numerosos fornos de tijolos funcçãoando em pequena escala. Estes fornos se dedicam á fabricação de tijolos, telhas e pedras vidradas para pavimentos. Não se tem ensaiado ainda a fabricação de olaria fina. Crê-se, portanto, que com a applicação dos devidosapparelhos mecanicos e o emprego de trabalhadores intelligentes, esta industria poderá desenvolver-se com grande proveito.

O “Moniteur Officiel du Commerce” de Pariz diz:

Devido á condição atrazada desta industria, o Governo, ainda que deseje fomentar a industria nacional, achou-se na necessidade de importar tubos de chumbo para ser usados nos esgotos e aqueductos não obstante serem os tubos de barro mais baratos cinquenta por cento pelo menos, e do ponto de vista hygienico, preferiveis.

Até que a fabricação nacional de tubos de pedra vidrada, telhas e tijolos esteja desenvolvida, o mercado será muito importante. Segundo um relatorio official a respeito deste assumpto fabricam-se annualmente 150 toneladas de tubos de pedra vidrados e grande variedade de artigos analogos. Ha, além disto, uma procura annual de 2,000,000,000 tijolos para pavimentos e 200.000 telhas, que representam um total de 7,000 milhões de toneladas por anno.

COSTA RICA.

A REFORMA DO SYSTEMA MONETARIO.

[Extractos de varios documentos officiaes.]

No relatorio apresentado ao Congresso Constitucional de Costa Rica, pelo Sr. DON RICARDO MONTEALEGRE, Ministro da Fazenda e do Commercio, a 17 de Junho de 1895, em um extenso estudo da situação financeira do paiz, se mostram as causas que determinaram as difficuldades em que se encontrava o thesouro publico em 1882, assignalando entre ellas os embarços e prejuizos resultantes dos emprestimos de 1871 e 1872, e o facto de que a Republica foi privada por dez annos consecutivos do auxilio de grande parte das rendas publicas que se consagraram á construcção da Estrada de Ferro do Atlantico. O documento explica como, em taes circumstancias, o Governo, no desejo de garantir o resgate dos bilhetes nacionaes em circulação então, e que causava a retirada da moeda de ouro, que tinha sido sempre em Costa Rica o meio circulante ordinario, celebrou com o Banco de la Unión, a 21 de Outubro de 1884, um contracto, pelo qual se estabeleceu a circulação fiduciaria unica, ou a emissão exclusiva de bilhetes do banco. Mostra-se o effeito dessa negociação, que, por augmentar o credito sem garantil-o, foi a emigração definitiva do ouro.

Em conformidade com o contracto, a emissão de bilhetes do Banco chegou em 1891 a \$3,257,400, e, naturalmente, na mesma proporção em que esta augmentava, se elevava a taxa de cambio internacional; e como tinha occorrido com a moeda de ouro, cuja importancia em circulação em 1880 alcançara a \$2,500,000 e toda ella tinha desaparecido, a de prata iniciou seu movimento de sahida.

Veio depois a forte baixa da prata nos mercados estrangeiros e com ella a taxa normal de cambio desapareceu. Em Costa Rica, onde em annos anteriores a 1882, essa taxa não chegou a exceder de 19 por cento, limite da differença entre o valor da moeda nacional de ouro e a estrangeira, e com frequencia chegou ao minimo de 5 por cento, ella foi elevando-se n'uma proporção assustadora. Em 1891 subiu no curto espaço de dous mezes e meio, de 64 a 115 por cento; na quinzena seguinte, desceu a 84 por cento para subir

de novo em igual periodo a 100, e fluctuar tres mezes depois, de 89 a 116 por cento. Em Janeiro de 1892, esteve a 96 por cento; em Julho do mesmo anno, a 110 por cento; e trinta dias depois, a 156.

Em vista destas fluctuações violentas, que têm sido causa de perdas para o commercio e de instabilidade em todos os negocios do paiz, o Governo, muito preocupado com tudo que de um modo ou outro impede ou desvia o maior desenvolvimento da producção do paiz, depois de examinar attentamente as causas que nelle influem, tem fixado sua attenção especialmente na natureza do meio circulante, visto que a moeda como representante do capital, juntamente com a propriedade e o trabalho, constitue os elementos geradores e permanentes da riqueza.

Desde 1894, o primeiro anno da presente administração, o Presidente da Republica, DON RAFAEL YGLESIAS, em sua mensagem pronunciada ao tomar posse de seu elevado cargo, fez declaração conclusiva de suas ideas a este respeito, manifestando então seu proposito de proceder ao restabelecimento de uma moeda metallica de condições superiores á existente. Para este fim, esta reforma sendo parte de um plano geral encaminhado para o melhoramento da economia nacional e da administração publica, tem-se ido preparando desde aquelle anno. Com este fim, juntamente com outras disposições de transcendencia, referentes ao novo arranjo da divida exterior,* terminado satisfactoriamente; á alienação de terras publicas; á abolição dos monopolios do rum, tabaco e outros productos, se procedeu á redução da divida interior; e é digno de notar-se que esta operação foi levada a effeito com um gasto de \$2,000,000, approximadamente, quantia tirada pelo Governo do producto de suas rendas sem prejuizo do bom serviço administrativo, e mantendo o estado florescente da instrucção publica; sem limitar a construcção de estradas e de outras obras importantes, e sem usar de maneira alguma do credito publico, nem recorrer ao estabelecimento de novos impostos ou ao augmento dos existentes.

Como uma illustração do estado actual das finanças nacionaes não sêria fôra de lugar mencionar aqui, de mais, que não obstante as taxas publicas em Cost Rica serem menores do que em qualquer outro paiz vizinho, as entradas ordinarias para o Thesouro

* Publicado no BOLETIM MENSAL do mez de Maio de 1897.

Nacional no exercício de 1896 a 1897, montaram em \$7,435,610.78, prata, excedendo ás do anno anterior em \$851,102.02, e excedendo ao orçamento em \$538,226.14. O total das despesas montou em \$6,697,326.51, deixando um saldo de \$738,284.27, o qual, unido ao do anno precedente e a outros saldos existentes somma \$1,270,000—quantia ao credito do Ministerio da Fazenda a 31 de Março proximo passado. A divida publica interior ficou reduzida na mesma data a \$1,116,784.18, os bilhetes nacionaes foram retirados, e foi cancellada totalmente a divida mantida por varios annos a favor do Banco de Costa Rica, antes Banco de la Unión.

Por outro lado, o movimento commercial da Republica é satisfactorio. Segundo um relatorio da Repartição nacional de Estatística, nos annos de 1883 a 1893, o valor em ouro das exportações, calculado de conformidade com as taxas de cambio respectivas, foi de \$62,751,676, e o das importações foi de \$56,185,769, deixando um saldo de \$6,565,907, em ouro americano, a favor daquelle laborioso paiz. O valor das exportações e importações nos annos posteriores foi o seguinte:

Anno.	Importações em ouro americano.	Exportações em ouro americano.
1894.....	\$4, 113, 223. 66	\$5, 033, 113. 14
1895.....	3, 851, 460. 34	5, 188, 401. 78
1896.....	4, 748, 812. 62	5, 597, 727. 01
Total	12, 713, 496. 62	15, 819, 241. 93

Esta tabella mostra que as exportações durante os tres ultimos annos excederam ás importações em \$3,105,745.31, e que não sómente o balanço de commercio está decididamente em favor de Costa Rica, mas tambem o desenvolvimento progressivo e firme da producção do paiz, e ao mesmo tempo que ha uma prudencia recommendavel na transacção dos negocios.

O café é o producto principal de exportação sem que se descuide o fomento de outros ramos de commercio, e é um facto bem conhecido que o café de Costa Rica é solicitado entre os melhores do mundo, segundo se nota das revistas commerciaes dos principaes mercados de café. Por exemplo, a proeminente casa dos Srs. CHALMERS, GUTHRIE & Co., de Londres, com agencias estabelecidas em Guatemala e em Bogotá, tem cotado nos ultimos quatro

mezes, o café “bom, médio a fino” aos preços seguintes, por quintal:

Procedencias.	Nov. 30, 1897.			Dez. 14, 1897.			Jan. 11, 1898.				Fev. 8, 1898.		
	s.	s.	d.	s.	s.	d.	s.	d.	s.	d.	s.	s.	d.
Costa Rica	83	a 108	0	82	a 105	0	84	0 a 106	0		88	a 114	6
Guatemala	79	a 100	0	79	a 100	0	79	0 a 100	0		81	a 102	6
Columbia e													
Venezuela ..	70	a 102	6	70	a 102	6	73	6 a 102	6		73	a 102	6

O preço das classes inferiores de Costa Rica não tem baixado de 50s. a 76s. 6d., enquanto que o custo de produção durante o ultimo anno tem sido approximadamente de \$10, em prata, gozando-se tambem de facilidades especiaes de communicacão terrestre e maritima, e da correspondente barateza de fretes.

O cultivo de café tem augmentado em proporção ao desenvolvimento natural do paiz e ha grande numero de novas plantações que em breve produzirão colheitas de café. A exportação de bananas e outras fructas vae augmentando consideravelmente e a de madeiras obteve o anno passado, um excesso importante sobre os anteriores. A industria mineira, além d'isso, está sendo desenvolvida em larga escala.

No relatorio seguinte, apresentado ao Congresso a 15 de Junho de 1896, o mesmo funcionario desenvolve o plano adoptado pelo Governo para a revisão do systema monetario, e sustenta os principios em que é baseado, partindo das considerações seguintes: A natureza do meio circulante influe de maneira decisiva no movimento economico em geral. A moeda, como meio representativo de valores, se impõe em todas as transacções e constitue ao mesmo tempo a mais firme garantia do capital e do trabalho. Esta importantissima funcção que desempenha, requer que tenha um valor fixo que a proteja contra possivel depreciacão e a permita tomar parte permanente nas operações internacionaes, necessarias ao bem estar e progresso do paiz.

Não é, pois, possivel suppor firmeza no capital individual, nem estabilidade na riqueza publica, quando este importantissimo agente, que os governa, perde alguma das condições que lhe são proprias na bem entendida razão de sua creação. Si a moeda ha de ter um valor fixo, é preciso que este se levante de sua propria natureza, para que desenvolva seu poder de acquisição, porque qualquer

depreciação della, se recae sobre tudo quanto lhe está subordinado, e si essa depreciação está exposta a constantes fluctuações, desaparece a condição normal dos negocios e estes se affectam profundamente com as perturbações violentas que se succedem. Isto é uma inconveniencia de que soffre hoje a moeda de prata, emquanto que a moeda de ouro, pelo contrario, se mantem como base do systema monetario das nações commerciaes de maior importancia, e que tratam de adoptar aquellas que delle carecem, pela razão de ser hoje o unico agente de cambio de valor fixo.

Aconteceu que ao mesmo tempo que se procedeu com o plano da reforma acima mencionada, se tratava de importar immediatamente grande quantidade de moeda de prata, e para este fim o Congresso, por decreto de 3 de Julho do mesmo anno, prohibiu a cunhagem da moeda nacional, de prata e declarou fôra do curso legal no paiz todas as moedas estrangeiras, do mesmô metal, dispondo ao mesmo tempo a forma em que deviam resgatar-se as moedas de prata que estavam então em circulação.

Resolvido, pois, pelo Governo, que se procederia á reforma, se celebrou um novo contracto com o Banco de Costa Rica, tendo esta negociação por objecto principal substituir gradualmente o bilhete do banco por outro de character exclusivamente nacional, emittido ao par e garantido por igual quantidade de moeda de ouro, ou por certificados de ouro, pelo que o banco renunciou ao privilegio da emissão enclusiva.

A lei monetaria* decretada de conformidade com este plano, estabelece o *colon* de ouro como unidade monetaria e fixa a relação de valor entre este e o actual peso nacional de prata, estimado com relação ao estado da riqueza publica, baseado na importancia do meio circulante, pela média da taxa de cambio internacional durante varios annos, e pela ultima média do valor da prata com relação ao ouro em igual periodo. Deste modo, ficando tambem estabelecida, pelo mesmo facto, a paridade de valor entre o bilhete do banco e o certificado de ouro, têm-se evitado todas as possiveis perturbações nas obrigações existentes e interesses de qualquer natureza, e no valor actual de todas as cousas.

A emissão de certificados de outra parte é obrigatoria, porque não seria possivel manter a moeda de ouro na circulação emquanto

*Publicada no BOLETIM MENSAL da Secretaria das Republicas Americanas de Novembro de 1896, e em edição especial da mesma Secretaria.

que a quantidade de bilhetes emittida pelo banco a superar, e como para retirar estes ultimos é indispensavel supprir sua falta na circulação, afim de evitar as difficuldades que se succederiam com a diminuição do meio circulante, os certificados de ouro preencherão efficazmente esta necessidade.

Elevada a faculdade de emissão do banco a \$5,000,000, e tendo em actual circulação \$4,000,000, approximadamente, a primeira se reduzirá, segundo o contracto, em proporção ás quantidades de moeda nacional de ouro que se vão cunhando, e da segunda retirar-se-ha 90 por cento das quantias que da mesma moeda deposite o Governo no banco; e por igual quantia á dos bilhetes do banco que se retirem, o Governo emittirá certificados de ouro ao portador. Estes certificados serão assignados conjunctamente pelo Ministro da Fazenda e pelo director do banco, e serão resgatados a sua apresentação por ouro nacional, a 31 de Dezembro de 1900, ou antes, em qualquer tempo que o Governo o disponha, com a condição de que a quantia de moeda de ouro depositada não seja menor de 2,500,000 *colones*; e, entretanto, o banco trocará os certificados por prata como si fossem seus proprios bilhetes.

O periodo que se fixa para cumprir esta medida termina em 1902; mas o Governo tem reservado o direito de fazer a cunhagem em um periodo mais curto, afim de accumular a quantidade de moeda de ouro necessaria, com a maior brevidade possivel, e, para este fim, já tem depositado no banco, um milhão de *colones* em ouro, valor das duas primeiras cunhagens, e tem posto a Casa de Moeda Nacional nas melhores condições para continuar sem demora esta operação.

Estes são, em resumo, os pontos principaes desta importante reforma.

BANCOS.

Uma das condições em conformidade das quaes o Banco de Costa Rica renunciou ao privilegio da emissão unica, é a seguinte:

Que a lei geral que seja decretada para estabelecer a livre emissão, fixe entre suas bases principaes para autorisal-a, as seguintes:

Não poderá emittir nenhum banco cujo capital seja menor de um milhão de *colones*.

O banco que queira estabelecer-se como banco de emissão tem de constituir seu capital em ouro nacional cunhado.

A troca de bilhetes far-se-ha por ouro nacional.

A emissão de bilhetes não excederá de 65 por cento do capital effectivo.

Se exigirá para garantia da emissão uma reserva de ouro nacional que não baixará de 40 por cento do valor dos bilhetes emittidos.

Um examinador official antes da emissão verá si se têm cumprido as condições da lei e vigiará que o banco se mantenha sempre dentro dos limites de seu direito.

Cada mez deverá ser publicada a situação de cada banco de emissão.

HONDURAS.

No dia da abertura do Congresso de Honduras, em sessão regular, o Presidente POLICARPO BONILLA pronunciou o discurso como de costume em taes occasiões. Fez referencia ao facto de que segundo as estipulações do tratado de união, celebrado em Amapala em Junho de 1895, as relações de seu paiz com as nações estrangeiras ficavam a cargo da Dieta da Republica Maior da America Central. Disse que as relações entre os tres Estados que compõem a União, são cordiaes e satisfactorias, e expressou a patriótica esperança de que o pacto de união entre as cinco Republicas da America Central, sob a anterior federação da Republica da America Central, tenha lugar no corrente anno.

MARTINICA.

PROHIBIÇÃO DE MARGARINA COLORIDA.

O Sr. TUCKER, consul dos Estados Unidos em Martinica, comunica ao Ministerio de Estado em data de 3 de Dezembro de 1897, que muita inconveniencia tem sido causada pelas remessas de oleo-margarina colorida que chegam áquella ilha constantemente dos Estados Unidos, e cuja introduccção é prohibida. Para que os embarcadores possam evitar no futuro incommodos e despezas a este respeito, o Consul TUCKER cita as seguintes condições da lei relativas a este assumpto, as quaes se devem cumprir rigorosamente.

(1) O oleo-margarina será recebido si não contiver mais de 10 por cento de manteiga.

(2) O oleo-margarina deve ser branco ou quasi branco, isto é, não deve conter nenhum artigo colorante tal como, açafrão, etc.

(3) As caixas devem ter, nos quatro lados, a palavra oleo-margarina escrita legivelmente; as latas devem ter a palavra gravada ou impressa na sua superficie, e um rotulo affixado que mostre a analyse exacta do oleo-margarina que se contem nellas.

O consul deseja accentuar o facto de que as facturas devem dar a analyse dos artigos de accordo com a seguinte condição da lei:

No commercio a varejo, a margarina ou oleo-margarina deve ser entregue na forma de um cubo, e com a marca margarina ou oleo-margarina em um dos seus lados, e deve ser envolta numa cobertura que tenha a mesma marca em letras visiveis e indeleveis, assim como o nome e o endereço do mercador.

MEXICO.

DEPOSITOS DE CARVÃO.

Um dos pontos de principal e immediata importancia relativo aos interesses industriaes do Mexico, é a necessidade de explorar os depositos de carvão do paiz que não tem sido objecto de toda a consideração que sua necessidade e importancia demandam. Extrahimos o seguinte de um numero recente do periodico "The Black Diamond" que se publica em Chicago.

Com o desenvolvimento das manufacturas do Mexico e a extensão de suas estradas de ferro ha uma procura crescente de carvão. A falta de carvão barato está impedindo o desenvolvimento do Mexico em gráo não insignificante. Foi esta uma razão porque os mineraes do Mexico têm sido importados nos Estados Unidos em taes quantidades, e como o imposto sobre mineraes conseguirá diminuir esta introdução, se accentuará mais a procura das machinas que se exigem na exploração do carvão.

Segundo as estatisticas do Governo mexicano, a importação de carvão e coke no Mexico foi como se segue:

Anno.	Coke.	Carvão.
1894.....	\$378, 522	\$626, 070
1895.....	287, 075	701, 913
1896.....	492, 167	496, 376

Ao mesmo tempo admira que houvesse a seguinte exportação de carvão para os Estados Unidos :

Anno.	Carvão.
1894	\$205, 605
1895	232, 919
1896	270, 176

Estes algarismos representam sómente o producto das minas da Estrada de Ferro Internacional Mexicana, no Estado de Coahuila, negocio inteiramente local.

A maior parte das locomotivas e as maiores fabricas empregam lenha. Em nove Estados mexicanos ha minas de carvão, mas a maior parte destes depositos não são de facil accesso para as estradas de ferro existentes. Um destes depositos, situado nos limites do Estado de Veracruz não sómente é de facil accesso para uma estrada de ferro mas esta estrada de ferro atravessaria uma rica secção do paiz e abriria, prolongando-a mais para o sul, um caminho mais curto e facil do porto de Tampico á capital, em cujos pontos encontraria mercados favoraveis.

Os depositos de carvão de San Marcial no valle do Yaqui, em Velho Mexico, promettem ser muito valiosos. Diz-se que são maravilhosos e talvez conseguam revolucionar o commercio de combustivel na costa do Pacifico. Estes depositos contêm 108 milhas quadradas mais de area superficial que os cinco depositos de carvão anthracite de Pennsylvania, e sua area é sómente doze e meia milhas quadradas menor que a area total dos depositos de carvão da Inglaterra. Os veios de carvão estendem-se desde o cume da serra de Los Bronces até o Rio Yaqui. Diz-se, tambem, que o carvão é superior em qualidade ao de Pennsylvania. O carvão do Mexico tem de 90 a 92 por cento de carvão fixo ; de $3\frac{1}{2}$ a 5 por cento de materia combustivel volatil, e de $4\frac{1}{2}$ a 5 por cento de cinza e não deixa pedras de cal.

Estas ricas minas deverão attrahir a attenção dos capitalistas, porisso que são todas proximas da costa.

PERU.

EXPOSIÇÃO PERMANENTE DE MACHINAS.

No BOLETIM MENSAL de Abril de 1897, se publicou por extenso um decreto executivo autorisando o estabelecimento em Lima de uma Exposição Permanente de machinas que deve ser inaugurada no dia 28 de Julho do mesmo anno. O dito decreto expõe todo o escopo da empreza detalhadamente.

Segundo informação recebida, a Exposição tem obtido muito bons resultados, especialmente quanto a machinas para minas. Os

administradores desejam que os fabricantes dos Estados Unidos enviem amostras das machinas e instrumentos mais aperfeiçoados que tenham para as industrias agricolas e mineiras. Sem duvida existe um vasto campo para a venda de taes artigos, e o que se necessita é dal-os a conhecer n'aquelle paiz. Toda communicação, já seja pedindo espaço, ou sobre os regulamentos referentes aos preços de entrada ou acerca de outro assumpto, deve ser dirigida ao Sr. J. PEZEL E TYRADO, presidente da commissão.

COMMERCIO MISCELLANEO.

REPUBLICA ARGENTINA.

Importações Durante dez Annos. Do relatorio annual da Repartição de Estatistica da Republica Argentina, compilado pelo Senhor FRANCISCO LATZINA, se extraem os seguintes dados relativos ao commercio da Republica. Deste relatorio parece que em 1887, a Republica Argentina importou da Grã Bretanha mercadorias no valor de \$34,779,210, e em 1896 no valor de \$44,729,996, ou um augmento de 28.6 por cento. Do total das importações em 1887, o Reino Unido enviou 29.7 por cento, e em 1896, 40 por cento. As importações procedentes da Allemanha em 1887 foram de 10.3 por cento do total, e em 1896, de 12.4 por cento, ou um augmento relativo de sómente 2.1 por cento. Em 1887 a França enviou 19.4 por cento do total das importações, e em 1896, 10.7 por cento, que mostra uma diminuição de 8.7. Dos Estados Unidos foram importadas em 1887 mercadorias no valor de \$11,004,553, e em 1896 no valor de \$11,210,475, sendo 9.4 e 10 por cento respectivamente do total das importações, ou um augmento durante os dez annos de 1.9 por cento. As importações da Italia durante os dez annos em consideração augmentaram-se por 4.1 por cento.

Instalações Electricas em Córdoba. A companhia denominada Light and Power Company, de Córdoba, acaba de completar a installação em Casa Bamba da planta electrica maior da Republica Argentina. As machinas compõem-se de cinco turbinas de um total de 1,700 cavallos de força, cinco geradores de um total de 1,100 kilowatts, transformadores com uma capacidade de 930 kilowatts, e os necessarios commutadores electricos e aparelhos para governar as machinas. Quasi todas estas machinas foram fabricadas nos Estados Unidos. Um cabo foi estendido até Córdoba para a transmissão de força, e esta cidade será illuminada pela nova planta que eventualmente contará com uma capacidade de 6,000 cavallos de força.

A Córdoba Light and Power Company é a primeira companhia puramente americana que se estabeleceu na Republica Argentina, e espera-se que o bom exito desta empresa terá como resultado o emprehendimento de outras do mesmo caracter.

BRAZIL.

Direitos de Armazenagem em Santos. O. Sr. FRANK D. HILL, consul dos Estados Unidos em Santos, communica a esta Secretaria que todas as mercadorias que se entregarem n'aquelle porto, quer armazenadas on não, pagarão um por cento sobre o valor declarado na factura, por direito de armazenagem. Quando os documentos relativos ás mercadorias se demorarem em chegar a Santos, e não se fizer a entrada dentro de vinte e quatro horas, o consignatario, deve, no acto da entrega, assignar uma declaração pelo valor das mercadorias e importancia da armazenagem. Depois de um mez, cobrar-se-ha um meio por cento por cada mez ou fraccão de mez additional.

Borracha do Pará e Manãos. O "India Rubber World" de 10 de Fevereiro, contem um quadro comprehensivo das exportações de borracha dos portos do Pará e Manãos nos annos de 1889-1897, juntamente com os nomes dos exportadores importantes. Como materia de interesse geral se produz aqui a parte do quadro relativo á exportação total para os Estados Unidos e a Europa. Ver-se-ha que em 1897 (em que tem lugar a maior exportação) os Estados Unidos occuparam o primeiro lugar na importação.

Annos.	Estados Unidos.	Europa.	Total.
	<i>Libras.</i>	<i>Libras.</i>	<i>Libras.</i>
1889	20, 004, 066	14, 946, 888	34, 950, 894
1890	21, 137, 177	15, 004, 652	36, 141, 820
1891	23, 872, 690	15, 335, 157	39, 207, 847
1892	25, 202, 008	15, 603, 324	40, 805, 332
1893	25, 011, 027	17, 163, 404	42, 174, 431
1894	23, 062, 386	19, 869, 306	42, 931, 692
1895	24, 804, 854	20, 983, 759	45, 788, 613
1896	19, 941, 956	27, 681, 888	47, 623, 844
1897	25, 565, 885	24, 014, 017	49, 579, 902

COLUMBIA.

Concurrencia Commercial. Em um relatorio apresentado ultimamente ao Ministerio de Relações Exteriores da Grã Bretanha, o Sr. M. VILLIERS, consul geral interino do dito paiz em Bogotá, chama a attenção de seu Governo aos activos esforços que estão fazendo os Estados Unidos para augmentar seu commercio em Columbia. A este respeito, faz referencia ao facto de que os Estados Unidos occupam o primeiro lugar no commercio de ferro, aço, material de estradas de ferro, material rodante, pontes, etc. Esta preponderancia se nota não sómente nos artigos de grande peso, mas tambem nos pequenos, taes como ferramentas de aço, serras, limas, grozas, machinas de picar carne, pregos de arame, etc. Tambem se enviam dos Estados Unidos em grande quantidade, ferro laminado para construcções, arame farpado, bicycletas, machinas de coser, relógios de parede, joias falsas, velas eapparelhos electricos. O commercio em tecidos de algodão, linho e lã é comparativamente pequeno.

Extensão de Estradas de Ferro. Segundo informações recebidas directamente de Baranquilla, estão-se construindo estradas de ferro com grande actividade na Republica da Columbia. A estrada de ferro de Antioquia, propriedade do districto deste nome, e que está funcionando por uma distancia de 32 milhas, desde Porto Berrio até Las Pavas, está sendo prolongada até Medellin, 91 milhas. A estrada de ferro de Cucuta, que está actualmente funcionando por uma distancia de 34 milhas entre Cucuta e Porto Villamizar, no Rio Zulia, será estendida até a fronteira de Venezuela, e parte da obra está já concluida. A estrada de ferro de Girardot, de Girardot a Juntas de Apulio (24 milhas) será prolongada até um ponto na estrada de ferro de Facativá, por uma distancia de cerca de 48 milhas. A estrada de ferro de Cauca, que está actualmente funcionando de Buenaventura na costa até San José (21 milhas) foi transferida para o Governo Nacional. Esta linha será prolongada até Calé por uma distancia de 64 milhas na direcção do interior.

MEXICO.

Cultivo do Linho. Diz-se que o cultivo do linho no Estado de Morelos, no Mexico, tem passado já do periodo experimental e offerece resultados praticos. O Sr. HAMER, que tem estado interessado naquelle cultivo durante os quatro ultimos annos, tem terras semeadas de linho em diferentes partes do valle de Cuernavaca e está negociando o arrendamento do valle do Huaymac, que contem quasi 1,000 geiras de terra, uma grande parte da qual se diz que é propria para aquelle cultivo. Diz-se que o panno que se fabrica do linho que o Sr. HAMER cultiva, é de grande duração e da melhor qualidade.

Porto de Veracruz. Os trabalhos de melhoramento do porto de Veracruz, que começaram em 1895 de accordo com o contracto celebrado com o Governo mexicano por PEARSON & SONS de Londres estão progredindo favoravelmente. Os detalhes relativos a este empreza se publicaram no BOLETIM MENSAL do mez de Setembro de 1895.

O engenheiro do Governo que tem a inspecção dos trabalhos por conta deste, fez ultimamente um relatorio pelo qual se sabe que a construcção dos diques está progredindo satisfactoriamente; estão-se collocando nelles grandes bloques de concreta. Tem-se obtida uma profundidade de 8 metros e 50 centimetros em mar baixo entre o molhe da estrada de ferro mexicana e o dique do noroeste; e em Laja de Adentro, tem-se obtidos 10 metros de profundidade. Em outras partes do porto, tem-se levado a cabo trabalhos consideraveis, obtendo-se uma profundidade proporcionada. Os trabalhos de extensão da doca de alfandega continuam com actividade; os pilares são de aço e o soalho de madeira. A construcção de esgotos está muito adiantada.

Comunicação Directa com Kansas City. A companhia denominada Port Arthur and Mexican Steamship Company, formada com o objecto de estabelecer uma linha de navegação que se ligue com a estrada de ferro que leva o nome de Kansas City, Pittsburgh, and Gulf Railroad, incorporou-se sob as leis

do Estado de Missouri com um capital de \$100,000. Ao principio a linha tera sómente dous vapores de carga, mas espera-se que mais tarde estabelecer-se-ha um serviço de passageiros. Os vapores navegarão entre Port Arthur, termino da estrada de ferro e os portos mexicanos. Diz-se que ja se celebraram contractos que garantem 1,800 toneladas de carga cada mez durante todo o anno. Os ditos cargamentos virão de varias partes do Mexico a Kansas City, que será o ponto de distribuição. Esta linha directa de comunicação por estrada de ferro e vapor, sob uma só administração, será, sem duvida alguma, muito util para o grande trafico que existe já entre Kansas City e outros pontos e a Republica do Mexico.

Annulação de Uma Concessão de Estrada de Ferro.

O Governo mexicano decretou a annullação da concessão feita a R. MARIN E COMPANHIA para a construcção de uma estrada de ferro de Toluca, capital do Estado do Mexico, a Iguala, atravessando os districtos mineiros de Tomascaltepec, Sultepec, Zacualpam e Tasco. A rescisão do contracto é baseada na falta de cumprimento por parte do concessionario com as condições do contracto celebrado a 17 de Dezembro de 1896, e approved pelo Congresso a 5 de Janeiro de 1897. Pelas estipulações deste contracto devem-se começar os trabalhos da linha dentro de doze mezes a contar da ultima data. A rescisão da concessão leva comsigo a perda por parte da companhia de \$5,000 que se depositaram como fundo de garantia.

Riqueza Mineral do Estado de Chihuahua.

Segundo estimativas feitas pelos Srs. ENRIQUE C. CREEL, director do Banco de Mineiros, e FREDERICO DUELOS, director da Companhia de Mineræas Mexicana, a riqueza mineral do Estado de Chihuahua é como se segue :

Minas.	Valor.
Santa Eulalia	\$1, 600, 000
Parral	1, 350, 000
Cusihiuriachic	700, 000
Batopilas	600, 000
Barranca del Cobre	100, 000
Urique	100, 000
Corralitos	500, 000
Cuasapares e Palmarejo	800, 000
Morelos	50, 000
Guadalupe e Calvo	150, 000
Ocampo	400, 000
Pinos Altos	350, 000
Concheño	350, 000
Yoquivo	50, 000
Urachic	100, 000
Magistral e Terrazas	300, 000
Sabinal	300, 000
Murillo	150, 000
Descubridora	300, 000
Total	\$, 150, 000

O valor dos quatro metaes, prata, ouro, chumbo e cobre é calculado em \$1,650,000, \$1,500,000, \$650,000 e \$350,000, respectivamente.

NICARAGUA.

**Embarques de Bananas
Evaporadas.**

O Sr. M. J. CLANCY, agente consular dos Estados Unidos em Bluefields, communica a esta Secretaria que alguns dos cultivadores nas margens do Rio Escondido e seus tributarios, estão fazendo experimentos no embarque de bananas evaporadas. O primeiro embarque se effectuou recentemente para New Orleans, com resultados muito satisfactorios; e se espera que por meio deste novo processo, poderão utilisar-se milhões de pequenos cachos de bananas proprias para seccar, mas não adaptaveis á exportação no estado natural. Os trabalhos se levam hoje a cabo de uma maneira muito imperfeita, pois as pessoas occupadas nesta industria carecem de um conhecimento pratico da materia. A introdução de machinas e trabalhadores apropriados a estes trabalhos, abrirá em Nicaragua uma industria nova e lucrativa e um mercado aos Estados Unidos para a venda das ferramentas e manufacturas que se necessitam para esta industria.

PERU.

Machinas para Mineração.

A actividade mineira do Peru accentua cada dia a necessidade de machinas aperfeçoadas para aquella industria. Uma das necessidades mais urgentes é a do uso de dragas para chegar ao leito dos rios, onde ha depositadas immensas quantidades de ouro. Actualmente se empregam meios muito primitivos; taboleiros de madeira de uma capacidade de 15 libras de areia. Em consequencia da falta de facilidades, só se recolhe ouro de Junho a Outubro, epocha em que as aguas estão baixas, mas si se empregassem dragas poderia trabalhar-se durante todo o anno. A conclusão da nova estrada de ferro de Crucero a Phara e Huari-Huari, através da uma secção do paiz rica em depositos, offerecerá facilidades para o transporte de machinas e o desenvolvimento das minas de ouro daquela região.

Immigração Japoneza.

O Sr. ALFRED ST. JOHN, consul geral interino da Grã Bretanha em Lima, communicou ao seu Governo a chegada ao Peru do representante de uma companhia de immigração de Tokio, o qual fez arranjos com varios donos de plantações de assucar para o emprego naquella paiz de 500 trabalhadores japonezes, pelo menos. Acrescenta-se que se estabelecerá uma linha de vapores entre os portos do Japão e os do America do Sul para transportar estes trabalhadores. O objecto do projecto não é sómente offerecer sahida para o excesso de população dos districtos do Japão, mas tambem abrir communicação commercial directa com a America do Sul.

**Commercio de Borracha em
Iquitos.**

O commercio de borracha que tem seu centro em Iquitos e sua exportação pelos portos de Manáos e Pará, tem sido, desde muito tempo, muito consideravel. O "India Rubber World" que se publica em New York, diz que a exportação directa de borracha de Iquitos para a Europa tem sido nove vezes maior nos ultimos quatro annos, e que as exportações para ser reembarcadas nos portos de Manáos e Para, têm augmentado tambem consideravelmente. Este augmento do commercio se explica

facilmente pela maior facilidade de transporte naquella parte do paiz. É de lamentar-se, portanto, que neste novo impulso commercial do Alto Amazonas o commercio dos Estados Unidos é de pouca importancia.

SALVADOR.

Pagamento de Direitos de Importação. O Governo de Salvador decretou que o pagamento de 53 por cento dos direitos de importação se faça da maneira seguinte: 32 por cento em ouro americano, 10 por cento em apolices de alfândegas, 5 por cento em apolices emittidas pela Casa de Moeda, e 6 por cento em apolices da divida franceza. Quando as apolices estejam esgotadas, as porções correspondentes pagar-se-hão em ouro americano, o qual prova que este foi adoptado naquelle paiz como a base do novo padrão de ouro.

URUGUAY.

Porto de Montevideo. A exportação de lã durante a estação que terminou em Janeiro de 1898, tem sido mais do dobro do que foi no periodo correspondente do anno passado, pois o numero de fardos foi, respectivamente, de 30,580 e de 14,324. Quanto a cereaes, os algarismos mostram que na segunda metade de Janeiro se exportaram 10,333 toneladas de trigo, 1,681 de farinha e 695 de farelo.

VENZUELA.

Fabrica de Cerveja em Puerto Cabello. O consul dos Estados Unidos em Puerto Cabello informa que devido ao estabelecimento recente de fabricas de cerveja em Caracas, Puerto Cabello e em Maracaibo, as importações desta bebida têm chegado a ser quasi nominaes e que dentro de pouco terão cessado inteiramente. Outr'ora se importavam grandes quantidades de cerveja dos Estados Unidos, Inglaterra, e Allemanha. Em Puerto Cabello, tem-se construido uma fabrica de cerveja, cuja capacidade productora é de 2,642 canadas em vinte e quatro horas, está montada com machinas as mais aperfeiçoadas e produz uma cerveja de excellente qualidade. A fabrica custa cerca de \$200,000, e é propriedade de capitalistas allemães. No Brazil tem-se estabelecido tambem esta industria. Em Porto Allegre, Rio Grande do Sul, tem-se organizada uma companhia de accionistas com um capital de \$3,500,000, com o objecto de estabelecer fabricas de cerveja.

BULLETIN MENSUEL

DU

BUREAU DES RÉPUBLIQUES AMÉRICAINES

UNION INTERNATIONALE DES RÉPUBLIQUES AMÉRICAINES

VOL. V.

MARS 1898.

No. 9.

RAPPORT ANNUEL DU BUREAU.

ADMINISTRATION DU DIRECTEUR, FEU M. JOSEPH P. SMITH.—
DÉLIBÉRATIONS DU COMITÉ EXÉCUTIF.—NOMINATION D'UN DIRECTEUR PROVISoire.

La réunion du Comité Exécutif de l'Union Internationale des Républiques Américaines a eu lieu au Département d'Etat, le 28 février 1898, à 11 heures du matin, en réponse à l'appel du Secrétaire d'Etat.

Présents: le Secrétaire d'Etat, président; M. ROMERO, Ministre du Mexique; l'Honorable W. R. DAY, sous-Secrétaire d'Etat; M. FREDERIC EMORY, Directeur en exercice du Bureau des Républiques Américaines.

M. ANDRADE, Ministre du Venezuela, n'a pas pu assister, mais M. ROMERO avait été prié de le représenter et ainsi un quorum du Comité a été obtenu.

Le rapport annuel du Directeur du Bureau a été présenté par le Président du Comité, et sur la proposition de Mr. ROMERO il a été approuvé, et son envoi aux deux Chambres du Congrès des Etats-Unis et aux gouvernements représentés dans l'Union Internationale a été ordonné.

Un rapport de M. FREDERIC EMORY relatif à la condition des affaires du Bureau a été lu par le sous-Secrétaire d'Etat.

Une résolution fut présentée et adoptée sur la proposition de Mr. ROMERO, approuvant les conclusions et les recommandations du Directeur en exercice, et nommant Directeur du Bureau des Républiques Américaines M. FREDERIC EMORY, pour une période qui ne dépassera pas l'année budgétaire courante, finissant le 30 juin 1898.

La résolution dit que la nomination a été faite afin de permettre au Directeur provisoire de réorganiser complètement les affaires du Bureau, de résilier tous les contrats faits pour obtenir des annonces, pour la sollicitation d'abonnements ou autres fins de commerce qui lui sembleraient nuisibles aux intérêts du Bureau et de réorganiser le personnel, faisant les réductions dudit personnel ou de ses appointements et de les arranger comme il jugera nécessaire, "tenant toujours compte des intérêts généraux de l'Union Internationale et des désirs du Comité Exécutif."

Le Comité a autorisé le Directeur à faire terminer immédiatement les contrats actuels pour la sollicitation d'annonces et d'abonnements aux publications du Bureau, moyennant commission, et à abolir la succursale du Bureau à New-York.

D'accord avec ces instructions, le Directeur a donné avis le 28 février à l'agent d'annonces du Bureau de l'action du Comité Exécutif.

Les annonces seront reçues pour le BULLETIN comme autrefois.

LE RAPPORT ANNUEL DU BUREAU, ACCOMPAGNÉ D'UNE NOTE EXPLICATIVE DU DIRECTEUR EN EXERCICE, EST COMME SUIT:

BUREAU DES RÉPUBLIQUES AMÉRICAINES, UNION

INTERNATIONALE DES RÉPUBLIQUES AMÉRICAINES,

Washington, U. S. A., le 28 février 1898.

A L'HONORABLE JOHN SHERMAN,

Président du Comité Exécutif de l'Union Internationale des Républiques Américaines.

MONSIEUR: J'ai l'honneur de transmettre sous ce pli, le rapport annuel du Directeur du Bureau des Républiques Américaines. Ce rapport a été préparé d'accord avec les instructions du Directeur du Bureau, feu M. JOSEPH P. SMITH, d'accord avec les notes qu'il a transmises pour servir de base au document. Le brouillon avait été envoyé à M. SMITH à Miami, Floride, mais il lui est

arrivé lorsqu'il était trop malade pour y donner son attention. Toutefois, je suis sûr que le rapport résume en substance les vues de M. SMITH, et comme il présente un résumé soigné des travaux du Bureau sous sa direction et indique les fins générales qu'il avait en vues, je juge qu'il n'est que juste qu'il soit soumis au Comité Exécutif pour sa délibération et pour être ensuite envoyé au Congrès des Etats-Unis et aux Gouvernements des autres Républiques de l'Union Internationale, comme rapport annuel du Bureau.

Très Respectueusement,

FREDERIC EMORY,
Directeur en Exercice.

MIAMI, FLA., le 28 janvier 1898.

AU SECRÉTAIRE D'ÉTAT, *Président* et AUX MEMBRES DU COMITÉ
EXÉCUTIF DE L'UNION INTERNATIONALE DES RÉPUBLIQUES
AMÉRICAINES.

MESSIEURS: En transmettant mon premier rapport annuel comme Directeur du Bureau des Républiques Américaines, j'ai le plaisir de vous féliciter sur le progrès marqué qu'a fait le Bureau dans la dignité et l'utilité de ses travaux. La sagesse de la création du Bureau comme agence internationale pour l'encouragement de commerce et l'agrandissement général des relations fraternelles entre les Républiques de l'Hémisphère occidental a été, selon mon avis, amplement assurée par les résultats accomplis, et l'avenir promet un développement grand et sain de ses moyens pour les intérêts pratiques. Une entreprise d'une si grande nouveauté comme but, et surchargée de tant d'éléments de possibles malentendus, comme une union internationale, composée de dix-neuf gouvernements distincts et bien individualisés, doit être, suivant la nature même des choses, d'abord une expérience et un travail de développement graduel d'année en année.

Il serait difficile de trouver un témoignage plus convaincant de la solidarité générale des intérêts des Républiques des deux continents américains que dans le fait, que bien que cette entreprise ait été souvent menacée par critiques hostiles provenant du dehors, elle a non seulement résisté à toutes les attaques, mais qu'aujourd'hui l'appui qu'elle reçoit de tous les pays de l'Union est plus fort et plus uni qu'au commencement de son existence généreuse.

Le Bureau doit beaucoup de son expansion récente à l'activité et à la participation des représentants, à Washington, des plusieurs Républiques intéressées, et il vient de recevoir une preuve frappante de la généreuse appréciation de son travail de la part des Etats-Unis dans la provision faite récemment par le Congrès des Etats-Unis pour les dépenses de l'année budgétaire courante.

Depuis la date du dernier rapport de mon prédécesseur, le 26 janvier 1897, les publications suivantes ont été publiées :

Code de la Nomenclature Commerciale, en anglais, espagnol et portugais (édition revue et corrigée).

Code de la Nomenclature Commerciale, en espagnol, anglais et portugais.

Code de la Nomenclature Commerciale, en portugais, espagnol et anglais.

Annuaire du Commerce des Républiques Américaines, tome premier.

Service diplomatique et consulaire des Républiques de l'Amérique Latine et d'Hawaï aux Etats-Unis.

Service diplomatique et consulaire des Etats-Unis (revu et corrigé jusqu'au 29 juillet 1897).

Guide d'Alaska.

Guide de Guatémala (revu).

Guide d'Hawaï.

Tarif Douanier du Pérou, 1896.

Tarif Douanier des Etats-Unis, 1897 (anglais).

Tarif Douanier des Etats-Unis, 1897 (français).

Tarif Douanier des Etats-Unis, 1897 (portugais).

Tarif Douanier des Etats-Unis, 1897 (espagnol).

Bulletins Mensuels, depuis le mois de février 1897, jusqu'au mois de janvier 1898, inclusivement.

Almanach des journaux de l'Amérique-Latine.

Liste postale officielle du Bureau des Républiques Américaines. Réciprocité et Commerce.

Commerce Espagnol-Américain.

Spécifications pour le nouveau palais législatif de la Cité de Mexico.

Relations Commerciales en Amérique.

Copies de ces publications accompagnent ce rapport comme annexes I à XX, inclusivement.

Le travail le plus important accompli pendant l'année, a été la préparation de l'Annuaire du Commerce des Républiques Américaines. Pen de temps après mon entrée dans le Bureau, je suis

arrivé à la conclusion que l'un des moyens les plus efficaces pour le rapprochement plus intime des relations entre les fabricants et les marchands des différentes contrées, et pour augmenter ainsi les industries et le commerce, était de leur fournir des informations exactes sur les noms de maisons intéressées dans certaines branches de commerce ou de productions, augmentées des dernières données qu'il fût possible d'obtenir, quant aux ressources, au commerce, aux manufactures, aux usages commerciaux, aux lois relatives aux brevets d'invention et à la propriété littéraire, aux patentes de commerce, aux tarifs des douanes, aux règlements de passeports, etc., des Républiques Américaines et des colonies des Indes Occidentales et de l'Amérique du Centre et du Sud, avec lesquelles les fabricants sont si intimement liés dans leurs rapports commerciaux.

J'ai vite vu que les commerçants des Etats-Unis reconnaissaient que ce travail était une des nécessités les plus pressantes pour l'augmentation du commerce avec les contrées latines américaines. Le Bureau avait déjà publié des annuaires de commerce qui, tout en étant utiles au temps de leur publication, étaient devenus surannés. J'ai senti que ce qui était demandé du Bureau était une encyclopédie pratique des industries et du commerce des contrées qui composent l'Union Internationale. Naturellement, une tâche d'une telle magnitude nécessitait de grands frais pour la réunion et la compilation de tant de données, pour sa traduction en espagnol, en portugais, et en français, et pour la classification de plusieurs milliers de noms.

Par-dessus tout, il me semblait indispensable que le travail fût dirigé avec le plus grand soin, afin que la publication fût partout reconnue comme une autorité. C'était une entreprise qui, sous des conditions ordinaires, aurait consumé une période de temps considérable, mais avec la coopération active du Département d'Etat et l'augmentation du personnel du Bureau en vue de ce projet spécial, je suis arrivé, avec l'aide précieuse des Gouvernements intéressés, par l'entremise de leurs représentants à Washington et des fonctionnaires de leurs différents départements administratifs, à compléter et à publier le premier tome en huit mois environ après la date de sa préparation et en cinq mois environ après le commencement du travail actif. C'était tout d'abord notre intention d'avoir l'ouvrage complet en un volume, mais à mesure que le travail continuait on a jugé les données obtenues si nom-

breuses et si utiles qu'elles nécessiteraient la publication de deux tomes.

Le second tome est en cours de préparation et sera publié le 1^{er} mars. Par d'autres mots, j'aurai la satisfaction d'avoir mené à une fin heureuse, pendant la première année de ma direction, une entreprise que j'espère démontrera effectivement les moyens que possède le Bureau pour l'accomplissement des fins pour lesquelles il a été créé, et surtout pour la publication d'ouvrages, non seulement de valeur pratique pour le commerce, mais d'une importance reconnue pour les économistes, les financiers et les législateurs du monde entier. Quant à ceci, j'espère que je serai acquitté de toute charge d'égoïsme en louant un ouvrage avec lequel j'ai été si intimement associé, par les témoignages ici présentés sous forme d'un grand nombre de lettres, non sollicitées, reçues d'hommes importants et d'associations commerciales représentatives du pays. (Annexe XXI.)

Parmi ces lettres seront trouvés des mots d'éloges de l'ancien Secrétaire d'Etat, l'Honorable RICHARD OLNEY, qui était aussi autrefois le président honoré de votre comité et l'un des partisans les plus enthousiasmés du système actuel gouvernant le Bureau; l'Honorable WARNER MILLER, qui, pendant des années a été intimement associé avec le Canal de Nicaragua; Mr. WILLIAM E. CURTIS, le premier Directeur du Bureau; Mr. CLINTON FURBISH, mon prédécesseur; Mr. THEODORE C. SEARCH, président de l'Association Nationale des Manufacturiers; un nombre de commerçants très connus qui ont été longtemps identifiés avec le commerce sud-américain et un nombre de Sénateurs et de Députés du Congrès des Etats-Unis. Des exemplaires du tome premier de l'Annuaire furent envoyés le 11 novembre 1897 aux Présidents des Républiques qui composent l'Union, et le même jour un exemplaire a été officiellement présenté au Président des Etats-Unis par des représentants du Comité Exécutif, à savoir, l'Honorable JOHN SHERMAN, Secrétaire d'Etat des Etats-Unis; le Señor Don MATÍAS ROMERO, Ministre du Mexique, et le Señor Dr. Don MARTIN GARCIA MÉROU, Ministre de la République Argentine. Un rapport complet des délibérations est ici joint. (Annexe XXII.)

Des exemplaires ont été envoyés aussi aux membres du Cabinet du Président qui en ont accusé réception par des termes

chaleureux d'appréciation, comme on verra par la lecture de leurs lettres ci-jointes (Annexe XXII).

Bien que l'on pense que l'Annuaire peut supporter l'examen le plus scrutateur, on espère que les éditions prochaines le rendront encore plus utile aux grands intérêts qu'il a été destiné à encourager.

L'expérience du Bureau relativement aux publications du Code de la Nomenclature Commerciale, dont presque l'entière édition est actuellement enmagasinée, en attendant des acheteurs, m'a décidé à adopter les méthodes des maisons de publications pour la sollicitation en avance d'abonnés, avec le résultat que le département commercial du Bureau, nécessairement établi à New York, le grand centre commercial pour ce travail, est arrivé à vendre jusqu'au 1^{er} janvier 3,079 copies de l'Annuaire du Commerce, s'élevant à une somme de \$15,395. Les dépenses totales de l'Annuaire, y compris le recueil et la publication des données statistiques et descriptives et la traduction dans plusieurs langues, et la réunion et classification de plus de 100,000 de noms de maisons de commerce, ont été d'environ \$48,000. Les revenus de l'Annuaire s'élèveront à \$20,000 environ, faisant une dépense nette de \$28,000. Cette dépense me paraît entièrement justifiée par les résultats qui semblent assurés pour le bien des intérêts communs.

En plus de l'Annuaire du Commerce qui, comme j'ai déjà remarqué, a employé tant du temps et des énergies du Bureau, le BULLETIN MENSUEL, qui est l'organe officiel de l'Union Internationale, pendant l'année passée a été beaucoup augmenté et amélioré. L'édition compte actuellement 75,000 exemplaires chaque mois, dont plus de 40,000 sont en circulation dans les contrées de l'Amérique latine, et les recettes reçues des annonces ont augmenté de \$6,416.14 pendant l'année budgétaire finissant le 30 juin 1897, à \$13,025.24 pour les six mois jusqu'au 31 décembre 1897, ou plus du double des recettes pour l'année précédente. Pour les six mois à partir du 1^{er} janvier au 1^{er} juillet 1898, les recettes provenant de cette source, en toute probabilité, ne seront pas au-dessous de \$30,000.

On espère qu'avec le cours du temps, les revenus reçus des annonces pourront subvenir à l'entretien du Bureau. On ne se propose pas de rendre le BULLETIN une source de revenu pour le Bureau, mais tout simplement d'obtenir les moyens pour lui

assurer la meilleure matière pour ses pages et pour élargir sa circulation jusqu'à tous les endroits qui sont d'importance dans le développement du commerce international. Si cette façon de voir est poursuivie, il est évident que le BULLETIN doit devenir une grande agence dans l'encouragement des intérêts des manufacturiers et des commerçants de toutes les Républiques. A l'occasion de mon entrée au Bureau, j'étais disposé à questionner la sagesse de l'insertion dans le BULLETIN, d'annonces payées, mais après avoir soigneusement examiné le sujet, j'ai été convaincu que les bénéfices à être ressentis dans toutes les Républiques Américaines par suite de l'adoption de ce système par la conférence des représentants de l'Union Internationale en 1896, démontrèrent la sagesse de cette résolution.

Une des raisons les plus importantes pour l'insertion d'annonces dans cette publication, se trouve dans le fait, que c'est seulement par le moyen d'annonces que les habitants d'un pays peuvent obtenir des informations de nature pratique relatives aux échanges commerciaux, aux manufactures, aux commerçants et aux opportunités commerciales en général, des autres pays. Ce fait est clairement démontré par la réception au Bureau, de lettres d'un grand nombre de manufacturiers, de marchands et d'expéditeurs des Etats-Unis, l'informant des augmentations importantes dans le commerce, comme résultat du contact direct du vendeur et du consommateur, obtenu par le moyen des annonces paraissant dans le BULLETIN. Joint à ce rapport, on trouvera un nombre de lettres reçues des principales maisons aux Etats-Unis donnant preuve du commerce obtenu par ce moyen (annexe XXIII). Il arrive que les bénéfices ici décrits sont en faveur des Etats-Unis, et pour cette raison je trouve que le Bureau a droit à s'attendre à un appui convenable de ce pays; mais tous les membres de l'Union Internationale retireront indubitablement leur part des profits qui résulteront de l'élargissement des rapports commerciaux.

Le Code de la Nomenclature Commerciale, commencé par le premier Directeur, sous les instructions reçues de l'Union Internationale, fut terminé et publié, sous une forme plus avantageuse que celle proposée en premier lieu, en trois volumes, en anglais, en espagnol et en portugais, avec les équivalents en chaque cas dans les autres langues, dans les trois mois suivant ma nomination comme Directeur. La valeur de cet ouvrage, dont le travail a

occupe sept ans, est généralement reconnue par ceux qui sont engagés dans le commerce latin américain, et il sera sans doute possible avec le cours du temps, à mesure qu'il est analysé par l'usage pratique, de l'augmenter et le perfectionner.*

Pendant l'été passé le Bureau a publié des guides particuliers sur l'Alaska et le Hawaï à cause de l'intérêt général soulevé par la découverte d'or dans le premier pays et par l'annexion proposée du dernier pays aux Etats-Unis, et de la demande générale d'informations qu'on croyait que le Bureau devait fournir. Les Iles Hawaï, bien qu'elles ne soient pas officiellement membres de l'Union, furent comprises dans le programme de ses opérations et leurs relations particulières avec les Etats-Unis me semblent justifier l'action de les comprendre dans le plan général du travail du Bureau. Pour la même raison, le Hawaï a été incorporé dans le Tome I de l'Annuaire du Commerce. Pendant l'année on a publié promptement les changements apportés aux tarifs douaniers des plusieurs pays composant l'Union Internationale, et des éditions spéciales des nouvelles lois douanières du Pérou et des Etats-Unis ont été publiées, ces dernières étant publiées en espagnol, en portugais et en français, aussi bien qu'en anglais. Des éditions revues et corrigées du guide du Brésil, de la Colombie, de Costa Rica, du Mexique et du Venezuela sont en voie de préparation et seront publiées aussitôt que possible sous forme augmentée et avec les dernières informations statistiques.

En plus du travail de publication qui a été décrit, le Bureau a augmenté ses devoirs par la création d'une section d'information, afin de répondre, avec le moindre délai possible, aux nombreuses demandes de données exactes relatives aux Républiques Latino-Américaines. Depuis le 1er septembre près de 400 communications de ce caractère ont été reçues, et après que les recherches nécessaires ont été faites, on y a répondu, avec le résultat d'avoir ajouté grandement à la connaissance des communautés commerciales des pays intéressés dans les conditions qui augmenteront davantage l'échange de produits.

Le travail du Bureau ayant été ainsi considérablement augmenté, il a été nécessaire d'augmenter le personnel pour faire face aux exi-

* Voir BULLETIN pour le mois de février, page 1430. L'adoption du Code de la Nomenclature Commerciale par le Trésor des Etats-Unis comme livre de référence dans les Douanes.

gences spéciales pour la prompte publication de l'Annuaire du Commerce. Une fois cette nécessité passée, le personnel a été réduit à des conditions plus normales; mais je puis dire franchement que si le travail du Bureau correspond aux nécessités du développement commercial parmi les Républiques de l'Hémisphère Occidental, il doit de nécessité employer un large et coûteux personnel. En plus d'un nombre considérable de clercs, il est absolument indispensable qu'il soit pourvu de traducteurs compétents pour traduire promptement en espagnol, portugais et en français, la grande quantité de données préparées pour la publication.

En plus de ceux-ci, il devrait pouvoir commander les services d'écrivains éminents sur les conditions économiques qui constituent la base de toute augmentation heureuse du commerce parmi les Républiques Américaines. Le travail que, avec l'approbation du Comité Exécutif, j'aurais le plus grand plaisir à poursuivre avec une énergie sans relâche, exige des facultés de premier ordre, et il serait inutile de cacher le fait que les grands buts de l'Union Internationale ne peuvent pas être menés à fin sans une dépense bien au-dessus des ressources maigres jusqu'ici à la disposition du Bureau. Ce fait devient plus évident encore quand nous considérons que même ce qui a été accompli, aussi imparfaitement et peu satisfaisant qu'il a dû être à mes prédécesseurs, tout en réfléchissant beaucoup de mérite sur eux, en vue des désavantages sous lesquels ils ont travaillé, n'aurait jamais été accompli sans des fonds bien au-dessus des sommes votées par le Congrès, qui ne dépassèrent jamais 36,000 de dollars par an.

Un examen montrera que les anciens Directeurs du Bureau ont été obligés d'avoir recours à maints expédients afin de leur permettre de publier les publications qui ont paru de temps en temps, étant hors de la possibilité de l'accomplir en se servant seulement des fonds à leur disposition. On l'a accompli seulement par le moyen de l'autorisation obtenue du Congrès des Etats-Unis d'imprimer, comme documents officiels, les différents guides et autres publications, les paiements étant faits avec les fonds alloués pour l'impression de documents officiels. Malgré ceci, des déficits ont été encourus dans le compte avec l'Imprimerie Publique, et le fait est avéré que ces déficits s'élèvent à des sommes considérables. Comme je ne jouissais pas, comme mes

prédécesseurs, de l'avantage de l'autorisation officielle indiquée, j'ai été très embarrassé dans mes efforts pour porter remède à cette difficulté. Toutefois j'espère que cette affaire sera ajustée d'une manière satisfaisante par le Congrès des Etats-Unis.

L'augmentation temporaire du personnel du Bureau a forcément, augmenté les dépenses, et les exigences du travail depuis lors ont taxé lourdement les ressources du Bureau provenant des annonces, et en outre, ont épuisé les sommes allouées par le Congrès. Par conséquent, j'ai appelé l'attention du Secrétaire d'Etat sur la condition des affaires, et on a demandé au Congrès des Etats-Unis de voter un crédit urgent de \$41,972 pour faire face aux dépenses du Bureau pour les six mois terminant le 30 juin 1898. Cette somme a été votée sans objection, ce qui démontre l'appréciation du Congrès de l'utilité pratique du travail du Bureau. On a aussi recommandé au Congrès de voter la somme entière de \$36,000 pour les dépenses du Bureau pour l'exercice, finissant le 30 juin 1899. Toutefois, je désire remarquer que cette somme, selon mon avis, est loin d'être proportionnée aux besoins prochains du Bureau, et je propose respectueusement aux représentants des pays qui composent l'Union Internationale, que des mesures soient prises pour que le Bureau puisse se servir des sommes contribuées par les autres Républiques, qui sont à présent versées dans le Trésor des Etats-Unis pour le rembourser du montant des quote-parts des différents pays. Ainsi les revenus du Bureau de ces sources seraient d'environ \$45,000 ou \$50,000. Et encore cette somme ne suffirait aucunement aux nécessités actuelles, et il est à espérer que des mesures seront prises pour obtenir pour le Bureau des ressources correspondantes à la dignité et à l'utilité pratique de son travail.

Un des buts que j'ai eu en vue depuis que je me suis rendu compte des possibilités du Bureau a été la coopération active de tous les membres de l'Union Internationale, non seulement des gouvernements de ces contrées auxquelles je suis fort redevable pour leur soutien et encouragement, mais des intérêts industriels et commerciaux de toutes sortes. Il me semble que ce but serait mieux poursuivi par la nomination de commissaires, représentant le Bureau, qui serviraient sans appointements, dans les principaux centres industriels et commerciaux des différentes contrées. Ce

serait le devoir particulier du Bureau d'informer ces représentants des développements et opportunités de commerce, des conditions du marché, des exigences du consommateur, etc., dans les autres pays, et les commissaires de leur part, fourniraient le Bureau une grande quantité de données utiles relatives à leurs localités respectives, en plus d'attirer l'attention d'autres dans leur voisinage, vers le travail du Bureau. J'espère que cette idée se recommandera au Comité Exécutif, et que je puisse compter sur sa coopération en ce qui me paraît un moyen pratique et utile pour l'agrandissement des relations commerciales.

J'ai le plaisir d'informer le Comité Exécutif que le Bureau, d'accord avec les recommandations du Comité et par les bons offices des représentants des contrées de l'Amérique latine aux Etats-Unis et des ministres accrédités par les Etats-Unis dans ces Républiques, a obtenu le privilège de l'envoi franc de port, de ses publications pour distribution dans les Républiques de Costa Rica, de l'Equateur, de Guatémala, d'Haïti, du Honduras, de Nicaragua, et de Venezuela. L'importance de cette concession pour le Bureau m'est survenue peu de temps après mon entrée en fonctions et je désire exprimer mon appréciation de la promptitude avec laquelle ces différentes Républiques ont répondu à ma demande. Jusqu'à maintenant le Mexique était le seul pays de l'Union Internationale qui avait accordé ce privilège aux publications et à la correspondance du Bureau. J'ose espérer qu'avant peu, tous les membres de l'Union Internationale feront partie de cet arrangement qui diminue grandement les frais du Bureau pour les dépenses diverses.

Un des signes les plus encourageants de l'appréciation croissante du travail du Bureau, qui ait attiré mon attention se trouve dans l'intérêt actif montré par les grandes organisations commerciales des Etats-Unis, telles que l'Association Nationale des Manufacturiers, le Musée de Philadelphie, les associations des exportateurs de New York, le Cercle Espagnol de St. Louis et autres. Ces différentes organisations ont fait, depuis quelque temps, des efforts particuliers pour cultiver et développer les relations commerciales entre les Etats-Unis et leurs voisins du sud. Le musée de Philadelphie a donné un témoignage marquant de sa libéralité et de son esprit d'entreprise dans cette

direction, dans le voyage des commerçants latin-américains à travers les États-Unis, l'été dernier, qui a été le résultat de ses efforts spéciaux, et l'Association Nationale des Manufacturiers vient de prendre une mesure pratique d'une grande importance, par l'établissement à Caracas d'un entrepôt d'échantillons.

Toutes ces organisations reconnaissent qu'on pourrait faire de ce Bureau un facteur puissant, non pas pour devancer ou supplanter leur travail, mais pour le seconder par des efforts intelligents et bien dirigés. Selon mon idée, la mission du Bureau est d'indiquer le chemin au commerce, et de retirer les obstacles aux entreprises particulières ou de compagnies. Les fins commerciales qui ont été introduites dans l'administration du Bureau sont uniquement celles qui me semblaient utiles au but en vue. Il serait malheureux si le Bureau se heurtait inutilement, en matières de détail, à d'autres agences, organisées en vue du développement commercial. Il me semble que toutes ces agences doivent être développées et encouragées, et je suis sûr que leurs intérêts seront mieux avancés par la coopération avec le Bureau dans les efforts pour introduire de l'intelligence et de l'énergie dans le commerce général entre les différentes contrées. Tout ce qui contribue à l'augmentation des ressources du Bureau et à l'amélioration de son utilité doit concourir finalement à l'avantage de tous ceux qui cherchent à obtenir une plus grande part du commerce des différentes Républiques. Par conséquent, le Bureau est intéressé dans les différentes entreprises ayant pour but l'établissement d'expositions des industries et du commerce des différents pays de l'Union, et de musées pour l'exposition de produits fabriqués et autres, et de multiplier les agences pour l'information commerciale et pour des entreprises semblables.

En vue de ceci, je désire attirer particulièrement l'attention sur l'Exposition trans-Mississippienne qui aura lieu à Omaha cet été, sur l'Exposition Pan-Américaine en 1899 à Buffalo, qui demande de l'Union Internationale des mesures généreuses de soutien, et sur l'Exposition de Paris en 1900, aussi bien que sur les expositions projetées dans les plusieurs pays de l'Union. A mon avis, le Bureau des Républiques Américaines doit être dignement représenté dans toutes ces expositions, et cette nécessité crée une raison de plus pour une augmentation considérable des ressources du

Bureau. Je recommande respectueusement ce sujet à l'attention spéciale du Comité Exécutif, et je serais heureux de recevoir une déclaration formelle de l'approbation des idées ici indiquées.

Un autre sujet qui m'a occupé sérieusement et m'a intéressé de plus en plus à mesure que je me suis familiarisé avec les conditions pratiques du commerce entre les différentes contrées de cet hémisphère, est la nécessité absolue de traités efficaces de réciprocité pour le développement du commerce américain parmi les Américains. Ce sujet, comme le sait le Comité Exécutif, occupe l'attention d'un commissaire plénipotentiaire spécial des Etats-Unis, et j'espère sincèrement que ses efforts produiront des résultats pratiques pour le bien de tous les pays de l'Union. On ne peut mettre en doute, il me semble, que les fabricants des Etats-Unis sont très anxieux de conclure des traités de ce genre qui leur permettront de disposer de leurs produits parmi les contrées latines, et que leur influence contribuera puissamment à la conclusion des concessions qui assureront à ces pays de plus grands débouchés aux Etats-Unis pour leurs produits. Il me semble que c'est mon devoir spécial d'aider, par tous mes moyens, un pareil mouvement, et il m'est très agréable de constater les indications d'un esprit semblable, non seulement aux Etats-Unis mais dans les Républiques avec lesquelles ce pays est associé dans l'Union Internationale.

Je regrette plus que je ne puis le dire, que l'état de ma santé pendant les six mois derniers ait été tel, que je n'ai pas pu poursuivre, avec l'énergie qu'aurait inspiré ma présence constante en place, les plans que j'avais tracés. Toutefois, j'espère qu'aucun des intérêts n'a souffert, mais qu'on trouvera, au contraire, qu'ils ont été avancés. Avec le retour de ma santé, il me sera très agréable de recommencer mes devoirs, avec la conscience d'avoir gagné votre approbation et de sentir que je puis compter sur votre coopération dans l'élargissement du travail du Bureau, et dans sa direction dans les voies qui le conduiront finalement au développement complet des sages et libéraux plans formulés à sa création par l'Union Internationale.

Ci-joint se trouve le rapport sur les recettes et dépenses du Bureau jusqu'au 1er janvier 1898 (Annexe XXIV).

Avec ma plus profonde reconnaissance à l'Honorable Président du Comité Exécutif et aux distingués Ministres qui le composent, pour la direction et les conseils qu'ils m'ont accordés au temps

des périodes critiques dans les affaires du Bureau pendant l'année passée.

J'ai l'honneur d'être, Messieurs, votre serviteur obéissant,
JOSEPH P. SMITH, *Directeur*.*

[Annexes.]

I-XX. Publications du Bureau des Républiques Américaines.

XXI. Lettres reçues en louange de l'Annuaire du Commerce.

XXII. Récit de la présentation au Président des Etats-Unis de l'Annuaire du Commerce, avec lettre de transmission, et lettres reçues des membres du Cabinet à ce propos.

Ces annexes n'y sont pas compris à cause de leur longueur.

XXIII. Lettres reçues des commerçants relatives aux annonces publiées dans le BULLETIN.

XXIV. Recettes et dépenses du Bureau.

ANNONCES DANS LE BULLETIN.

La lettre circulaire suivante, explicative de l'action prise par le Comité Exécutif pour la résiliation du contrat avec M. CHARLES E. LOCKE, ancien agent d'annonces du Bureau, a été envoyée à ceux qui annoncent dans le BULLETIN MENSUEL, aux associations organisées de commerce, aux journaux commerciaux, aux négociants, etc.

BUREAU DES RÉPUBLIQUES AMÉRICAINES,
UNION INTERNATIONALE DES RÉPUBLIQUES AMÉRICAINES,
Washington, U. S. A., 5 mars, 1898.

MONSIEUR :

A la réunion du Comité Exécutif de l'Union Internationale des Républiques Américaines, qui a eu lieu le 28 février, j'ai été nommé Directeur du Bureau des Républiques Américaines pour une période qui ne dépassera pas l'exercice, finissant le 30 juin 1898, afin de réorganiser les affaires du Bureau. A cette réunion j'ai été autorisé à résilier le contrat avec M. CHARLES E. LOCKE pour la sollicitation d'annonces et d'abonnements aux publications du Bureau, moyennant commission. On a trouvé que ce système entraînait des dépenses bien au-dessus des recettes, et en même temps plaçait le Bureau en concurrence avec les intérêts des journaux de commerce et des éditeurs des Etats-Unis.

Le premier projet du Comité Exécutif qui, comme vous savez, se compose des

* Lorsque le rapport ci-dessus fut transmis à Mr. SMITH, il était trop malade pour y donner son approbation officielle. Comme il a déjà été expliqué, le rapport a été préparé d'accord avec les notes qu'il avait préparées.

représentants des Républiques Latines Américaines, aussi bien que des Etats-Unis, était d'assurer des ressources provenant des annonces, qui augmenteraient l'utilité du Bureau sans entraîner des dépenses additionnelles aux Gouvernements intéressés.

On pense que ce projet peut être servi, sans occasionner aucun dommage aux intérêts privés de ce pays, par la continuation d'annonces dans le *BULLETIN MENSUEL* du Bureau et rendant la publication si utile qu'elle méritera non seulement l'appui de compagnies cherchant des débouchés dans les contrées latines américaines et d'exportateurs de ces pays qui désirent vendre leurs produits aux Etats-Unis, mais aussi des journaux de commerce et de tous les intérêts qui seraient avancés par l'augmentation du trafic latin américain.

Les détails de ce plan du travail du Bureau n'ont pas encore été perfectionnés, mais en attendant, je demande respectueusement votre considération sérieuse sur le sujet, et je serais heureux de recevoir le témoignage de votre soutien de mes efforts pour la continuation de ce que je sais, personnellement, était le désir du défunt Directeur, M. JOSEPH P. SMITH, pour l'établissement sur un plan sérieux des travaux de ce Bureau, et en le faisant une agence active pour l'accroissement du commerce parmi les Républiques Américaines.

Agréez, monsieur, l'assurance de ma haute considération.

FREDERIC EMORY,
Directeur.

LES RELATIONS COMMERCIALES EN AMÉRIQUE.—IX.*

LES RESSOURCES INTERNES DE L'AMÉRIQUE CENTRALL.

Dans le numéro du *BULLETIN MENSUEL* pour le mois de février, on a discuté les ressources internes du Mexique. Nous allons aujourd'hui nous occuper de celles de l'Amérique Centrale, qui est une des trois grandes parties entre lesquelles notre continent est divisé.

Avec une superficie territoriale presque égale à celle de la France, l'Amérique Centrale contient une population inférieure à celle de la Belgique dont le territoire est beaucoup plus petit que celui de la République de Costa Rica. Possédant le sol le plus riche qui fournit abondamment tous les produits de la zone tropicale, sans rivale pour sa position géographique, jouissant d'un climat doux et salubre, ayant une immense ligne de côte sur les deux océans et la perspective de la construction d'un canal inter-océanique à travers son territoire, l'Amérique Centrale a un bril-

* Le premier article de cette série a été publié dans le numéro du *BULLETIN MENSUEL* pour le mois de juillet 1897. Ces articles seront continués par d'autres écrivains, en suivant la ligue de conduite adoptée par M. SMITH.

lant avenir devant elle qui la destine à devenir un des grands centres commerciaux du monde entier.

Le manque de bons moyens de communication entre les cinq Etats a, jusqu'à un certain point, mis obstacle au développement de ce beau pays. Mais, pendant ces dernières cinq années, on remarque une grande activité dans la construction de lignes de chemins de fer, et, bien qu'actuellement elles ne servent qu'au trafic intérieur de chaque section, plus tard, elles se réuniront et donneront une forte impulsion à l'industrie, à l'agriculture et au commerce.

Aujourd'hui, les principaux chemins de fer de l'Amérique Centrale sont les suivants: Au Guatémala, le chemin de fer du sud qui va du port de San José sur le Pacifique, passe par Escuintla et s'arrête à la capitale après avoir parcouru une distance de soixante-quinze milles; le chemin de fer de l'ouest, qui a une longueur de quarante et un milles, et qui joint San Felipe au port de Champerico; un embranchement du chemin de fer du sud, entre Escuintla et Patulul; une ligne depuis Iztapa jusqu'à la station de Naranjo, sur le chemin de fer central ou du sud, et 129 milles de Puerto Barrios au Rancho de San Augustin. Au Salvador, il y a une ligne du port d'Acajutla à la ville de Santa Ana; une autre d'Armenia à Ceiba, et celle de Santa Tecla à la capitale. Le Honduras a un chemin de fer qui joint Puerto Cortez à San Pedro Sula. Au Nicaragua, il existe une bonne ligne divisée en deux sections. La première va de Corinto à Momotombo sur le Lac Managua, une distance de 58 milles; et l'autre qui a un parcours de 32 milles, va de Granada à la capitale, située aussi sur les bords du même lac. Les communications entre cette dernière et Momotombo, sont maintenues au moyen de vapeurs, lesquels, quoique petits, sont très commodes et bien construits.

Le Costa Rica a deux chemins de fer employés au trafic, l'un allant vers l'Atlantique et l'autre vers le Pacifique. Le premier est le plus important des deux, car il unit la capitale à Limon, qui est le port principal de la République et un des meilleurs de l'Amérique Centrale. Cette ligne a 117 milles de longueur et finit à Alajuela. L'autre ligne qui n'a que 14½ milles de longueur va d'Esparta à Puntarenas. Parmi les chemins de fer actuellement en voie de construction dans l'Amérique Centrale, il faut citer les

suivants : Au Guatémala, le chemin de fer du nord, entre Puerto Barrios et la capitale de la République, et dont une partie, ainsi qu'il a été déjà dit, est achevée; au Salvador, un chemin de fer presque terminé, allant du Port de l'Union à la capitale, et qui aura une longueur de plus de deux cents kilomètres. Il passera par les principales villes de l'est. La section entre Ceiba et Santa Tecla est aussi en voie de construction. Au Nicaragua, les travaux sur la ligne de Massaya à Diriamba, qui traverse une des parties du pays qui produisent le meilleur café, sont très avancés; et au Costa Rica, on a commencé la construction du chemin de fer qui doit aller jusqu'au Pacifique.

Les principaux produits de l'Amérique Centrale sont le café, le sucre, le cacao, l'indigo, le maïs, le tabac, le caoutchouc, les peaux de bestiaux, les bois de construction, les bois de teintures et tous les fruits des tropiques, parmi lesquels la banane occupe le premier rang. Le café de l'Amérique Centrale est célèbre sur tous les marchés du monde. Dans ces dernières années, sa culture s'est merveilleusement développée et continue à augmenter malgré le fait que le prix de ce produit a baissé considérablement. Au Guatémala et au Costa Rica, la récolte de cette denrée représente la majeure partie de la production locale. Dans la première de ces Républiques, en 1892, il y avait un peu plus de 964 *caballerias* (environ 101,944 acres) employées à la cultivation du café, et le nombre de caféiers se montait, à cette époque, à 64,186,922.

Le rendement de cette année-là a été de 36,999,464 livres. Le café est le principal produit du Costa Rica où il a été introduit pour la première fois en 1796; sa qualité supérieure est démontrée par les prix élevés qu'il obtient sur les marchés d'Europe, principalement en Angleterre. L'exportation annuelle s'élève à environ 40,000,000 de livres. A l'exposition de Chicago, il y avait soixante-quinze exposants de café du Costa Rica, dont cinquante-cinq reçurent des récompenses; une proportion qu'aucun des autres pays qui étaient représentés à cette grande fête internationale, ne parvint à obtenir. Le café est cultivé dans toutes les parties du Salvador. Sur les terres élevées qui se trouvent dans l'intérieur du Honduras, celui qu'on y produit est d'une excellente qualité, et, quoique jusqu'à présent, la quantité soit limitée, tout porte à croire qu'à une époque prochaine, l'augmentation sera considérable. Dans

un rapport en date du 6 février 1897, adressé au Département d'Etat sur la culture du café au Nicaragua, Mr. BAKER, Ministre des Etats-Unis, s'exprime ainsi :

“ Pour démontrer le développement de cette industrie dans ce pays, je remarquerai qu'à l'époque de mon arrivée ici, il y a quatre ans il n'y avait que 28 américains, hommes, femmes, et enfants. La colonie, aujourd'hui, se compose de 90 de nos compatriotes * * *. En 1893, le nombre de caféiers, dont seulement quelques uns portaient, était au-dessous de 50,000, il dépasse actuellement 7,000,000. Avec une bonne saison, on calcule que la récolte de l'année prochaine, en conséquence du rendement des jeunes arbres, atteindra 4,000,000 de livres. Les capitaux américains représentés dans les environs de Matagalpa en 1893, n'excédaient pas \$50,000 (monnaie courante des Etats-Unis.) A présent, les placements de compagnies Américaines engagées dans la culture du café, se montent en moyenne à \$405,000, et ceux faits par des particuliers, à \$155,000; ce qui donne un total de \$560,000, en or.”

D'après les données fournies par le Bureau des Statistiques du Département de la Trésorerie des Etats-Unis, les exportations de café de l'Amérique Centrale en ce pays-ci, pour l'année 1897, étaient comme suit :

Du Costa-Rica.....	\$3,439,374
Du Guatémala.....	1,862,589
Du Honduras.....	847,230
Du Nicaragua.....	1,262,701
Du Salvador.....	1,112,534

Toutes ces sommes sont en or américain.

Le cacao de l'Amérique Centrale est à juste titre très renommé; et celui du Guatémala est reconnu comme le meilleur du monde; mais presque toute la récolte est consommée dans le pays; et, par conséquent, il ne constitue pas un article important d'exportation.

L'élevage du bétail est une des grandes industries du Centre-Amérique; et, de tous les cinq Etats, le Honduras est probablement celui qui réunit les conditions les plus avantageuses pour ce genre d'occupation, bien que le Guatémala et le Honduras en offrent d'aussi nombreuses et d'aussi favorables. Le tabac de l'Amérique Centrale est égal à celui du Mexique; et les cigares du Salvador jouissent d'une grande réputation très méritée.

Le plantain, ou banane, est un des produits les plus importants

de l'Amérique Centrale. C'est une des plantes dont la culture est la plus facile et dont le rendement exige le moins d'efforts. L'exportation de ce fruit des différents points de la côte de l'Amérique Centrale sur l'Atlantique, a beaucoup augmenté et devient plus grande chaque année. Toute la récolte est embarquée pour les Etats-Unis, et il y a des vapeurs qui sont employés presque exclusivement à ce commerce.

L'Amérique Centrale est une des parties du Nouveau Monde la plus riche en minéraux, et l'or, l'argent, le fer, le cuivre, le plomb, le mercure, le charbon, etc., se trouvent presque partout. L'exploitation des mines d'or constitue une grande industrie dans laquelle un grand nombre de compagnies étrangères sont engagées. Le Honduras est, peut-être, le pays de ce Continent qui possède le plus de mines, et sa richesse est donc incalculable; mais le Guatémala, le Nicaragua, et le Costa-Rica, occupent aussi un rang très important par leurs gisements d'or et d'autres minéraux. Les travaux d'exploitation de ces mines n'ont pas encore atteint leur complet développement, et tout ce que l'on sait aujourd'hui des richesses métallifères de l'Amérique Centrale, paraîtra bien insignifiant, quand ce qui est encore enfoui sera découvert et apporté à la surface.

Détailler un à un, les produits de ce sol privilégié, serait une tâche onéreuse; mais ce que nous avons déjà mentionné plus haut, démontre à quel point ce pays est riche; et, bien qu'il ne soit habité aujourd'hui que par un peu plus de trois millions d'individus à peine et qu'il puisse amplement en contenir trente millions, il produit, en proportion de sa population, autant que les contrées les plus productives du globe.

Le commerce des Etats-Unis avec toute l'Amérique Centrale, a beaucoup augmenté dans ces dernières années. D'après les données fournies par le Bureau des Statistiques du Département de la Trésorerie des Etats-Unis, les exportations de ce pays-ci à destination de l'Amérique Centrale, pendant l'année fiscale de 1896-97, ont été comme suit:

Au Costa Rica.....	\$1,292,709
Au Guatémala	2,992,118
Au Honduras	669,682
Au Nicaragua	1,038,664
Au Salvador.....	1,596,861

Les importations de ces pays aux États-Unis, pendant la même période, ont été les suivantes :

Du Costa Rica.....	\$3,439,374
Du Guatémala.....	1,862,589
Du Honduras	847,230
Du Nicaragua	1,262,701
Du Salvador	1,112,534

L'Amérique Centrale offre un champ immense à l'esprit entreprenant du peuple américain. Ses ports sont en communication constante avec ceux des États-Unis sur l'Atlantique et sur le Pacifique. Les principales lignes de navigation entre ce pays-ci et les États de l'Amérique Centrale sont : la "Pacific Mail Steamship Company," dont les vapeurs quittent San Francisco, en Californie, et font escale à tous les ports du Pacifique de l'Amérique Centrale ; la ligne "Atlas," dont les vapeurs vont à Limon, Costa Rica, à Puerto Barrios, Guatémala, et à San Juan del Norte, Nicaragua ; la "Panama Railroad Steamship Company," qui fait le trajet régulier entre New York et Colon, Colombie, et dont les vapeurs font correspondance avec ceux de la Malle du Pacifique qui va de Panama à tous les ports de l'Amérique Centrale : la "New York and Central American Steamship Company," qui fait le trajet entre New-York et Puerto Barrios ; la "New Orleans, Belize Royal Mail and Central American Steamship Company, limited," allant entre la Nouvelle-Orléans et Puerto Barrios ; la "Royal Mail Steamship Company," dont les vapeurs partent chaque semaine de la Nouvelle-Orléans pour Puerto Cortez et pour d'autres ports.

En conséquence de sa proximité des États-Unis, l'Amérique Centrale doit, naturellement, augmenter tous les jours ses relations commerciales avec ce pays-ci, et puisque les articles que consomment les cinq États, sont produits ici aussi bien, sinon mieux, qu'en Europe, il n'y a aucune raison apparente pour qu'ils aillent les chercher du côté le plus éloigné de l'Atlantique. Si, jusqu'à présent, le commerce de ces pays avec les États-Unis n'a pas pris l'importance qui devrait le caractériser et qui, à une époque prochaine, en sera la marque distinctive, cela est dû, en grande partie, à ce que sur certains points de l'Amérique Centrale, la valeur de l'industrie des États-Unis n'est pas encore bien appréciée. Les fabricants de ce pays ne se sont peut-être pas suffisamment efforcés

à faire connaître leurs produits aux négociants du Centre-Amérique, et il n'est donc pas surprenant que ces derniers, habitués depuis des années à trafiquer avec l'Europe, continuent leur commerce sur une grande échelle malgré la distance considérable entre les Républiques Centre-Américaines et le Vieux Monde.

Une fois qu'un courant commercial a été établi, il est difficile de le détourner; et cela ne peut être accompli que par de grands efforts continuels qui démontrent d'une manière incontestable aux consommateurs, les avantages qu'offre un nouveau marché sur un vieux. En outre, le commerce étant une question d'intérêt et non de sentiment, la réciprocité est indispensable à son développement, car chaque pays cherche toujours à se procurer ce dont il a besoin près de celui qui, à son tour, accepte ses produits en échange. Le jour où les négociants Centre-Américains seront convaincus que les articles qu'ils exportent peuvent se vendre plus avantageusement aux Etats-Unis qu'en Europe, et qu'ils peuvent acheter en ce pays-ci, au même prix et aux mêmes conditions des marchandises et des denrées aussi bonnes et même meilleures qu'en France, en Angleterre et en Allemagne, par exemple, tout le commerce du Centre-Amérique se dirigera vers les Etats-Unis, pour la raison que la distance qui sépare les ports de l'Amérique Centrale des grands centres industriels d'Europe, rendra impossible la concurrence de cette dernière.

De New York à Port Limón, Costa Rica, il y a 2,025 milles, et de la Nouvelle-Orléans au même endroit, seulement 1,340. De San Francisco à Puntarenas, Costa Rica, la distance est de 2,793 milles; et, comme c'est la République la plus au sud de l'Amérique Centrale, il est évident que ses ports sont un peu plus éloignés des Etats-Unis que de ceux du Guatémala, du Salvador, du Honduras et du Nicaragua. Toutefois, si l'on compare ces distances avec celles qui existent entre la côte de l'Atlantique de l'Amérique Centrale et les ports d'Angleterre, de la France et de l'Allemagne, la position avantageuse des Etats-Unis relative au commerce Centre-Américain, se verra immédiatement. La création d'une exposition permanente de produits Américains dans une ville de l'Amérique Centrale, semblable à celle qui été ouverte dans la capitale du Vénézuéla, contribuerait beaucoup à faire obtenir le résultat désiré. L'envoi de commis voyageurs capables, connaissant le pays, ses goûts, son langage et qui démontreraient

pratiquement aux populations du Centre-Amérique, que les Etats-Unis sont à même de fournir tous les articles que l'Europe leur vend actuellement, serait aussi un moyen très utile.

Mais il y a un point sur lequel on ne pourrait trop insister; c'est celui du crédit qui est la base du commerce entre les nations Latines-Américaines et celles d'Europe. Tant que les négociants de l'Amérique Centrale n'obtiendront pas aux Etats-Unis les mêmes conditions de paiement qui leur sont accordées en Europe, le but désiré ne sera jamais atteint. Et on fera bien de s'en souvenir constamment, car c'est le point de départ de toute la question. Il est incontestable que, malgré les obstacles qu'il a rencontrés, le développement du commerce entre les Etats-Unis et l'Amérique Centrale devient de jour en jour plus évident; mais si nos marchés y étaient mieux connus; si les facilités des banques étaient plus grandes; si les fabricants Américains voulaient essayer de satisfaire le goût particulier de ces populations, leur offrir les articles auxquels elles sont habituées, et surtout, s'ils étaient disposés à vendre aux prix que l'Europe leur offre et aux mêmes conditions, dans ce cas, il faudra peu de temps pour donner aux négociants des Etats-Unis, l'occasion de contrôler le commerce depuis le Guatémala jusqu'au Costa-Rica, sans craindre de rencontrer une concurrence sérieuse.

L'Amérique Centrale a toujours éveillé la sympathie du peuple des Etats-Unis, et des hommes d'état éminents, des écrivains et des économistes de ce pays-ci, lui ont donné une attention spéciale. La Grande République n'est pas indifférente au développement des nations auxquelles elle est liée autant par des traditions historiques que par intérêt politique et commercial. Un pays pour lequel, ainsi que nous l'avons dit plus haut, l'avenir tient en réserve la réalisation, des plus brillantes promesses; cette partie du continent américain qui sert de trait d'union entre les deux grandes sections du Nord et du Sud, a attiré les yeux du monde entier: et à ce sujet, un éminent publiciste américain, E. G. SQUIERS, il y a plus de quarante ans, écrivait ces lignes qui révèlent son esprit sagace et pénétrant.

“Les relations naturelles de l'Amérique Centrale, telles qu'elles sont indiquées par les faits physiques qui ont déjà été mentionnés, sont évidemment avec le Pacifique et les Etats qui existent actuellement ou qui se formeront plus tard sur cette côte. C'est à

la Californie, à la plus grande partie du Mexique ainsi qu'à quelques Etats de l'Amérique du Sud, qu'il incombera, tôt ou tard, de maintenir une position correspondant à celle que les Indes Occidentales occupaient envers les Etats-Unis et l'Europe, avec l'avantage important d'être une route établie pour les voyages par mer et, ultérieurement, peut-être, pour le commerce de l'hémisphère oriental et de l'hémisphère occidental. Sa destinée est clairement écrite sur les contours de sa côte, imprimée sur sa surface et pas moins démontrée par sa position géographique."

H. Uzman

BRÉSIL.

EXTENSION ET CONSTRUCTION DE CHEMINS DE FER.*

Le Département d'Etat a reçu de Mr. FRANK D. HILL, consul des Etats-Unis à Santos, un rapport général sur les chemins de fer du Brésil, leur extension matérielle, etc. Les faits suivants, extraits de ce rapport, sont publiés comme étant d'un intérêt général.

Les chemins de fer ouverts au trafic et en construction le 31 décembre 1896, étaient :

Chemins de fer.	Ouverts au trafic.		En train de construction.	
	<i>Kilomètres.</i>	<i>Milles.</i>	<i>Kilomètres.</i>	<i>Milles.</i>
Lignes du Gouvernement Fédéral	3, 190	1, 982	.....	.....
Lignes subventionnées (sujettes au contrôle du Gouvernement).....	3, 912	2, 430	5, 953	3, 699
Lignes non subventionnées.....	1, 593	990	619	384
Lignes exploitées par l'Etat	5, 246	3, 260	1, 416	880
Total	13, 941	8, 662	7, 988	4, 963

* Dans ce rapport le milreis en papier est évalué à 14 cents en monnaie des Etats-Unis. Le kilomètre équivaut à 0,6214 mille.

De la première classe ou chemins de fer appartenant au Gouvernement Fédéral, l'extension totale de 3,190 kilomètres (1,982 milles) représente un capital réel de 324,733,121 milreis (\$45,462,637), divisés comme suit :

Lignes.	Extension ouverte au trafic.		Capital.	
	<i>Kilomètres.</i>	<i>Milles.</i>	<i>Milreis.</i>	
Central du Brésil	1,217	758	178,978,486	\$25,056,988
Sobral	215	134	9,323,328	1,306,526
Baturité	267	166	14,387,941	2,014,876
São Francisco	451	280	20,410,045	2,857,406
Central de Pernambuco	179	112	32,520,352	4,692,285
Paulo Afonso	116	69	6,821,449	955,003
Porto Alegre à Uruguay	458	285	27,432,449	3,840,543
Rio de Oro	87	54	2,465,020	345,103
Non mentionnées par le consul ..	200	124	31,385,051	4,393,907
Total	3,190	1,982	324,733,121	45,462,637

Les chemins de fer subventionnés par le Gouvernement Fédéral sont :

Baron de Araruama, Caxias, à Cajazeiras, Conde d'Eu, Minas e Rio, Mogyana, Norte do Brazil, Norte, Ouro Preto à Peçanha, Peçanha, Araxá, Petrolina ao Piauihy, Cruzeiro à Santa Cruz, Rio Grande à Bagé, Cachoeiro de Ytapemirim, Santos à Jundiáhy, Sorocabana e Ytuana, Taubaté ao Amparo, Tijuca, Victoria à Peçanha.

Estrada de Alcobaça a Praia Rainha.—Extension totale 184 kilomètres (113 milles); jouit d'une garantie de 6 pour cent sur un maximum de 30 contos (\$4,200) par kilomètre.

Estradas de Ferro Caxias ao Araguaya.—Extension, 183 kilomètres (114 milles); extension en projet, 567 kilomètres (352 milles); total, 750 kilomètres (466 milles). Même garantie que la ligne précédente.

Estrada de Ferro Caxias a São José de Cajazeiros.—Ouverts au trafic, 78 kilomètres (48 milles); même garantie que les deux lignes précédentes.

Estrada de Ferro Petrolina ao Piauihy.—Extension, 102 kilomètres (63 milles); extension en projet, 898 kilomètres (558 milles). Même garantie que les lignes précédentes.

Estrada de Ferro Natal a Nova Cruz.—Ouverts au trafic, 121 kilomètres (75 milles); garantie de 7 pour cent sur un capital de 5,496,053 milreis (\$769,447).

Estradas de Ferro Conde d'Eu.—Ouverts au trafic, 141 kilomètres (88 milles); jouit d'une garantie de 7 pour cent sur un capital de 6,000,000 milreis or (\$3,270,000) et de 6 pour cent sur £69,273 (\$337,083).

Estradas de Ferro Nazareth ao Crato.—Extension avec études approuvées, 120 kilomètres (74 milles); extension étudiée (embranchement du Bon Jardin), 69 kilomètres (42 milles); pour être étudiés (approximativement), 461 kilomètres (287 milles); total, 650 kilomètres (404 milles); garantie de 6 pour cent sur un capital de 30 contos (\$4,200) par kilomètre.

Estrada de Ferro Recife ao Limoeiro.—Ouverts au trafic, 83 kilomètres (52 milles); de Carpina à Nazareth, 13 kilomètres (9.4 milles); de Nazareth à Timbatuba, 45 kilomètres (28 milles); total, 141 kilomètres (89.4 milles).

Estradas de Ferro Recife ao São Francisco.—Ouverts au trafic, 125 kilomètres (78 milles); jouit d'une garantie de 7 pour cent sur un capital de 7,111,111 milreis (\$995,555) et de 5 pour cent sur un capital de 4,316,978 milreis (\$604,377).

Estradas de Ferro Ribeirão ao Bonito.—Ouverts au trafic, 26 kilomètres (16 milles); extension en construction avec études approuvées, 35 kilomètres (22 milles); total 61 kilomètres (38 milles); jouit d'une garantie de 6 pour cent sur un capital de 30 contos (\$4,200 par kilomètre).

Estrada de Ferro Tamandaré á Barra.—Extension, avec études approuvées, 136 kilomètres (85 milles), de Tamandaré á Barra de Jaugada; de Barra Velha á Palmares, 33 kilomètres (20½ milles); pour être étudiés, 112 kilomètres (70 milles).

Estrada de Ferro central de Alagoas.—Ouverts au trafic, 88 kilomètres (55 milles); lignes principales et embranchements d'Assembleia, 62 kilomètres (39 milles); jouit d'une garantie de 7 pour cent sur un capital de 4,553,000 milreis or (\$2,385,938) et de 6 pour cent sur 1,860,000 milreis (\$260,400).

Estrada de ferro central Alagoana.—Ouverts au trafic avec études approuvées 194 kilomètres (121 milles); pour être étudiés 401 kilomètres (249 milles); total 595 kilomètres (310 milles); jouit d'une garantie de 6 pour cent sur un capital de 30 contos (\$4,200) par kilomètre.

Estrada de ferro Aracajú à Simão Diaz.—Extension en construction 86 kilomètres (53 milles); étudiés ou en train de l'être 108 kilomètres (67.1 milles); total 194 kilomètres (120 milles); jouit d'une garantie de 6 pour cent sur un capital de 30 contos (\$4,200) par kilomètre.

Estrada de ferro Bahia à Alagoenhas.—Ouverts au trafic 123 kilomètres (76 milles); jouit d'une garantie de 30 contos (\$4,200) par kilomètre. Embranchements de Timbó ouverts au trafic 83 kilomètres (52 milles); jouit d'une garantie de 6 pour cent sur un capital de 2,650,000 milreis or (\$1,446,900).

Estrada de Ferro Central da Bahia.—Ouverts au trafic, 312 kilomètres (194 milles); étudiés, 300 kilomètres (186 milles); total, 613 kilomètres (380 milles). Jouit d'une garantie de 7 pour cent sur un capital de 13 contos or (\$7,098) par kilomètre sur la ligne ouverte au trafic, et de 6 pour cent papier sur la ligne étudiée jusqu'à 30 contos (\$4,200) par kilomètre.

Fram-road Nazareth.—Ouverts au trafic, concession de l'Etat, 34 kilomètres (21 milles); concession Fédérale, 65 kilomètres (40 milles); total, 99 kilomètres (61 milles).

Estrada de Ferro Victoria a Peçanha.—Extension en construction, 84 kilomètres (52 milles); en études approuvées, 423 kilomètres (263 milles); total, 507 kilomètres (315 milles). Jouit d'une garantie de 6 pour cent sur un capital de 30 contos (\$4,200) par kilomètre.

Estrada de Ferro São Eduardo ao Cachoeiro do Ytapimiri.—Ouverts au trafic, 39 kilomètres (24 milles); en construction, 51 kilomètres (32 milles); total, 90 kilomètres (56 milles).

Estrada de Ferro do Carangola.—Ouverts au trafic, 224 kilomètres (139 milles); jouit d'une garantie de 7 pour cent sur un capital de 6,000 contos dont 3,700 or (\$2,342,000).

Estrada de Ferro Barão de Araruama.—Extension, 46 kilomètres (29 milles); en construction, 6 kilomètres (3.7 milles); total, 52 kilomètres (32 milles); jouit d'une garantie sur un capital de 30 contos (\$4,200) par kilomètre.

Estrada de Ferro Central de Macahé.—Ouverts au trafic, 43 kilomètres (27 milles); en construction, 15 kilomètres (9 milles); total, 57 kilomètres (36 milles); jouit d'une garantie de 6 pour cent sur un capital de 30 contos (\$4,200) par kilomètre.

Estrada de Ferro do Norte.—Ouverts au trafic, 45 kilomètres (28 milles); pour être étudiés 75 kilomètres (47 milles); total, 120 kilomètres (75 milles); ne jouit pas de garantie.

Estrada de Ferro São Francisco ao Commercio.—Ouverts au trafic, 16 kilomètres (10 milles); embranchements de Sapopemba, 3 kilomètres (1.9 milles); en construction, 49 kilomètres (30 milles); total, 68 kilomètres (41.9 milles); aucune garantie.

Estrada de Ferro Leopoldina.—Ouverts au trafic, 381 kilomètres (248 milles); aucune garantie.

Estrada de Ferro Peçanha a Araxá.—Extension avec études approuvées, 887 kilomètres (551 milles); garantie 6 pour cent sur 30 contos (\$4,200) par kilomètre.

Estrada de Ferro Barra Mansa a Catalão.—Extension, 122 kilomètres (76 milles); en construction, 528 kilomètres (328 milles); en études, 791 kilomètres (492 milles); garantie de 6 pour cent sur 30 contos (\$4,200) par kilomètre.

Estrada de Ferro Minas e Rio.—Ouverts au trafic, 170 kilomètres (106 milles); garantie de 7 pour cent sur un capital de 15,495,253 milreis (\$2,169,335).

Estrada de Ferro Muzambinho.—Ouverts au trafic, 57 kilomètres (31½ milles); aucune garantie.

Estrada de Ferro Santos a Jundiáhy.—Ouverts au trafic, 139 kilomètres (86 milles); a renoncé à sa garantie en 1889.

Le tableau détaillé de ses recettes et dépenses pendant les 6 premiers mois de 1896 est le suivant :

Recettes.

De—	Montant.	
	<i>Milreis.</i>	
Passagers.....	1, 220, 452	\$170, 863
Bagage et express	283, 165	39, 642
Animaux en trains de passagers	19, 243	2, 694
Animaux en trains de marchandise	6, 284	879
Marchandise	5, 920, 016	828, 802
Télégraphe	37, 284	5, 317
Emmagasinage et amendes	27, 802	3, 893
Divers.....	140, 968	19, 736
Différence de change	174, 569	24, 440
Total	7, 830, 477	1, 096, 267

Dépenses.

Pour—	Montant.	
	<i>Milreis.</i>	
Surintendance.....	48,322	\$6,768
Taux.....	31,031	4,344
Bureau principal de comptes.....	32,852	4,599
Trafic.....	1,402,760	196,386
Traction.....	1,490,072	208,611
Matériel roulant.....	401,101	56,154
Télégraphe.....	87,748	12,285
Réparations sur la ligne.....	695,249	97,335
Bureau central de comptes.....	21,162	2,962
Divers.....	115,996	16,240
Total.....	4,326,313	605,684

Pendant les derniers 6 mois de la même année les recettes et dépenses furent :

Recettes.

De—	Montant.	
	<i>Milreis.</i>	
Passagers.....	1,363,292	\$190,861
Bagage et express.....	320,519	44,873
Animaux en trains de passagers.....	17,991	2,519
Animaux en trains de marchandise.....	4,978	697
Marchandise.....	10,402,344	1,456,469
Télégraphe.....	39,913	5,587
Emmagasinage et amendes.....	34,072	4,770
Divers.....	79,426	11,119
Total.....	12,262,535	1,716,895

Dépenses.

Pour—	Montant.	
	<i>Milreis.</i>	
Surintendance.....	50,188	\$7,026
Dépenses de bureau.....	40,235	5,633
Taux.....	33,815	4,734
Trafic.....	1,735,928	243,130
Traction.....	1,702,067	238,289
Matériel roulant.....	424,105	59,375
Télégraphe.....	93,903	13,147
Réparations sur la ligne.....	1,129,493	158,129
Bureau central de comptes.....	22,173	3,104
Divers.....	69,566	9,739
Différence de change.....	345,927	48,302
Total.....	5,647,700	790,608

Estrada de Ferro Mogyana.—Celui-ci est l'autre grand chemin de fer pour le transport de café de l'Etat de São Paulo. Ouverts au trafic 194 kilomètres

(121 milles); embranchement de Caldas 77 kilomètres (48 milles); garantie de 6 pour cent sur un capital de 4,300,000 milreis or (\$2,347,800) et 1,853,885 milreis papier (\$259,540). Les recettes et dépenses détaillées pour l'année 1896 furent comme suit :

Recettes.

De—	Montant.	
	<i>Milreis.</i>	
Passagers.....	616, 274	\$86, 279
Baggage et express.....	114, 967	16, 095
Animaux en trains de passagers.....	19, 435	2, 721
Télégraphe.....	19, 401	2, 716
Marchandise.....	1, 286, 573	180, 121
Animaux en trains de marchandise.....	7, 960	1, 114
Emmagasinage.....	6, 258	876
Impôts.....	14, 258	1, 196
Divers.....	13, 229	1, 852
Total.....	2, 098, 355	293, 770

Dépenses.

Pour—	Montant.	
	<i>Milreis.</i>	
Bureau central.....	43, 746	\$6, 124
Trafic.....	226, 262	31, 677
Traction.....	810, 628	113, 487
Télégraphe.....	44, 225	6, 192
Voie permanente.....	586, 294	82, 081
Divers.....	12, 161	1, 703
Total.....	1, 723, 316	241, 264

Estrada de Ferro Sorocabana.—Ouverts au trafic, ligne principale, 113 kilomètres (70 milles); embranchement d'Itararé, 43 kilomètres (27 milles); garantie de 6 pour cent sur un capital de 30 contos (\$4,200) par kilomètre (0.6214 mille); sur la ligne de Botucatu à Tibagy et l'embranchement d'Itararé; la prolongation à Santos ne jouit de garantie.

Estrada de Ferro Uheraba ao Coxim.—Extension, avec études approuvées, 103 kilomètres (64 milles); pour être étudiés, 897 kilomètres (556 milles); total, 1,000 kilomètres (620 milles); garantie de 6 pour cent sur 30 contos (\$4,200) par kilomètre.

Estrada de Catalão a Palmas.—Extension, approximativement, 800 kilomètres (497 milles); études approuvées, 100 kilomètres (62 milles); pour être étudiés, 700 kilomètres (445 milles); garantie de 6 pour cent sur 30 contos (\$4,200) par kilomètre (0.6214 mille).

Estrada de Ferro do Paraná.—Ouverts au trafic (Paranaguá à Curitiba), 111 kilomètres (62 milles); prolongation et embranchements, 306 kilomètres (189 milles); total, 417 kilomètres (258 milles).

Estrada de Ferro Santa Maria a Cruz Alta.—Ouverts au trafic, 161 kilomètres (100 milles).

Estrada de Ferro Santa Maria ao Uruguay.—Partie en construction, Cruz Alta à Uruguay, 381 kilomètres (237 milles); embranchement d'Ijuhy, 293 kilomètres (182 milles); garantie de 6 pour cent sur 30 contos (\$4,200) par kilomètres (0.6214 milles).

Estrada de Ferro Quarahim a Itaquí.—Ouverts au trafic, 176 kilomètres (110 milles); garantie de 6 pour cent sur un capital de 6,000,000 milreis (\$840,000).

Estrada de Ferro Rio Gande a Bagé.—Ouverts au trafic, 283 kilomètres (176 milles); garantie de 7 pour cent sur un capital de 13,521,453 milreis (\$1,893,003).

Estrada de Ferro São Paulo—Rio Grande.—Extension avec études approuvées, 1,092 kilomètres (678½ milles); pour être étudiés, 775 kilomètres (482 milles); total, 1,867 kilomètres (1,160½ milles); garantie de 6 pour cent sur 30 contos (\$4,200) par kilomètre (0.6214 milles).

Estrada de Ferro Minas de São Jeronymo.—En construction, 40 kilomètres (25 milles); études approuvées, 149 kilomètres (92½ milles); étudiées, 375 kilomètres (233 milles); total, 564 kilomètres (350½ milles).

Estrada de Ferro Pelotas a Colonia São Laurenço.—Extension avec études approuvées, 154 kilomètres (96 milles); garantie de 6 pour cent sur 30 contos (\$4,200) par kilomètre.

COSTA RICA.

RÉFORME DU SYSTÈME MONÉTAIRE.

(Extrait de plusieurs documents officiels.)

Dans le mémoire présenté au Congrès Constitutionnel de Costa Rica par Mr. RICARDO MONTE ALEGRE, Secrétaire des Finances et du Commerce, le 17 juin 1895, on donne, dans un exposé étendu de la situation financière du pays, les causes qui ont amené les difficultés du Trésor Public en 1882, citant entre autres les embarras et pertes provenant des emprunts de 1871-1872 et la privation pendant dix années consécutives pour la République d'une grande partie du revenu public qui était attribué à la construction du chemin de fer de l'Atlantique. Le document explique comment, dans ses circonstances, le Gouvernement, désirant garantir le rachat des notes nationales alors en circulation, qui causait la disparition de l'or qui avait toujours été à Costa Rica le moyen de circulation ordinaire, a célébré, le 21 octobre 1884, un contrat avec le Banco de la Union, par lequel on établit la seule circulation fiduciaire ou l'émission exclusive des notes de

banque. Le document montre encore que l'effet de cet arrangement, par lequel on augmentait le crédit sans le garantir, a été de provoquer finalement la sortie de l'or.

D'accord avec le contrat, l'émission des notes de banque en 1891 atteint \$3,257,400, et naturellement à mesure que cette émission augmentait, le taux du change international augmentait pareillement, et comme ça avait été le cas avec l'or (dont la valeur en circulation en 1880 avait atteint \$2,500,000 et avait entièrement disparu), l'argent commença aussi à émigrer.

Ensuite vint la grande diminution du prix de l'argent sur les marchés étrangers, et, en même temps, le taux normal du change s'éclipsa. A Costa Rica où pendant les années avant 1882 le taux n'était jamais monté au-dessus de 19 pour cent, limite de la différence entre la valeur de l'or national et l'or étranger, et était fréquemment descendu au minimum de 5 pour cent, il commença à monter d'une façon alarmante. En 1891 le taux monta dans la courte période de 2 mois et demi de 64 à 115 por cent; pendant les 15 jours suivants il descendit à 84 seulement pour remonter dans une période égale à 100, et oscillait 3 mois plus tard entre 89 et 116.

En janvier 1892, il était à 96 pour cent, en juillet de la même année à 110, et trente jours plus tard à 156. En vue de ces oscillations violentes, qui ont été la cause de pertes pour le commerce et d'instabilité dans toutes les affaires du pays, le Gouvernement, profondément intéressé à tout ce que d'une façon ou d'une autre peut empêcher ou embarrasser le plus grand développement dans la production du pays, après avoir étudié soigneusement les causes qui peuvent l'influencer, a plus particulièrement dirigé son attention vers la nature du moyen de circulation, qu'a la monnaie représentant le capital formé avec la propriété et le travail des éléments producteurs et permanents de la richesse.

Dès 1894, première année de l'administration actuelle, Mr. RAFAEL YGLESIAS, Président de la République, a fait dans son message inaugural un exposé catégorique de ses idées sur ce sujet, déclarant son intention de procéder à l'établissement d'une circulation métallique ayant des conditions supérieures à celles qui existent maintenant, dans ce but cette réforme étant une partie d'un plan général tendant à l'amélioration de l'économie nationale

et de l'administration publique est allé graduellement mûrissant depuis cette époque.

Ayant cet objet en vue, on a entrepris la réduction de la dette intérieure en même temps que d'autres arrangements de très grande importance par rapport à la dette extérieure * heureusement conclue, la vente de terres publiques et l'abolition de plusieurs monopoles, entre autres du rhum et du tabac. Il est à remarquer que cette opération a été exécutée avec la dépense de \$2,000,000 environ, somme prise par le Gouvernement sur ses revenus sans perte pour le bon service administratif, est maintenant l'état florissant de l'instruction publique sans limiter la construction de routes et autres travaux importants et sans faire aucun usage du crédit public ou avoir recours à l'établissement de nouveaux impôts ou à l'augmentation des impôts existants.

Pour donner une idée de la condition actuelle des finances nationales, il ne serait pas déplacé de rappeler ici que malgré que les dépenses publiques à Costa Rica soient inférieures à celles des pays voisins, les recettes ordinaires du Trésor National pendant l'année fiscale 1896-97 montèrent à \$7,435,610.78 en argent, dépassant de \$851,102.02 celle de l'année antérieure et dépassant de \$538,226.14 les valuations faites. Les dépenses totales montèrent à \$697,326.51, laissant un excédant de \$738,284.27, qui, joint à celui de l'année antérieure et à d'autres excédants existant, élèvent à \$1,270,000, la valeur au crédit du Département des Finances le 31 mars de l'année dernière. La dette publique antérieure à cette date était réduite à \$1,116,784.18; les notes nationales étaient retirées et la dette existant pendant de nombreuses années en faveur du Banco de Costa Rica, auparavant Banco de la Union, était enfin éteinte.

D'un autre côté le mouvement commercial de la République est satisfaisant d'accord avec le rapport du Bureau National des Statistiques. La valeur en or des exportations pendant les années de 1883 à 1893 calculée au taux respectif du change a été de \$62,751,676 et celle des importations de \$56,585,769, laissant un excédant de \$6,565,907 en or Américain en faveur de ce laborieux pays. Les statistiques pour les années postérieures sont les suivantes.

* Publié en le MONTHLY BULLETIN de Mai 1897.

Année.	Importations en or Américain.	Exportations en or Américain.
1894.....	\$4, 113, 223. 66	\$5, 033, 113. 14
1895.....	3, 851, 460. 34	5, 188, 401. 78
1896.....	4, 748, 812. 62	5, 597, 727. 01
Total	12, 713, 496. 62	15, 819, 241. 93

Cela montre que les exportations pendant les 3 dernières années ont excédé les importations de \$3,105,745.31, chiffre qui montre non seulement que la balance du commerce est décidément en faveur de Costa Rica, mais que le développement de la production du pays est stable et progressif et en même temps qu'il existe une prudence avisée dans les affaires commerciales. Le café est le principal article d'exportation sans toutefois décourager d'autre produits, et c'est un fait bien connu que le café de Costa Rica est recherché parmi les meilleurs du monde, comme on peut le voir par les revues commerciales des principaux marchés de cette denrée. Par exemple, l'importante maison de Chalmers, Guthrie & Co., de Londres, qui a des bureaux à Guatémala et à Bogotá, a côté pendant les 4 derniers mois le café *fair and fine* au prix suivant :

Pays d'origine.	Nov. 30 1897.	Déc. 14 1897.	Jan. 11 1898.	Fev. 8 1897.
	<i>s.</i> <i>s.</i> <i>d.</i>	<i>s.</i> <i>s.</i> <i>d.</i>	<i>s.</i> <i>d.</i> <i>s.</i> <i>d.</i>	<i>s.</i> <i>s.</i> <i>d.</i>
Costa Rica....	83 à 108 0	82 à 105 0	84 0 à 106 0	88 à 114 6
Guatémala....	79 à 100 0	79 à 100 0	79 0 à 100 0	81 à 102 0
Columbia et Venezuela ..	70 à 102 6	70 à 102 6	73 6 à 102 6	73 à 102 6

Le prix des qualités inférieures du café de Costa Rica n'est pas descendu au-dessous de 50 s. à 76 s. 6 d. par 100 livres cependant le coût de production pendant l'année dernière a été d'environ 40 s. argent. Le café jouit aussi de facilités spéciales de communications terrestres et maritimes et les frêts sont bon marché.

La culture du café a augmenté en proportion du développement naturel du pays et il y a un grand nombre de plantations nouvelles qui, dans peu de temps, seront en train de produire.

L'exportation de bananes et autres fruits augmente considérablement et celle de bois de charpente a été bien plus grande l'année dernière. De plus l'industrie minière se développe beau-

coup maintenant. Dans le rapport suivant présenté au Congrès le 15 juin 1896, le même fonctionnaire expose plus en détail le plan adopté par le Gouvernement pour la revision du système monétaire et défend les principes sur lesquels il est basé, s'attachant aux considérations suivantes: Le caractère du moyen de circulation a une influence décisive sur le mouvement financier en général. La monnaie, comme moyen représentatif de la valeur, s'impose dans toutes les transactions et constitue en même temps la garantie la plus stable du capital et du travail. Cette fonction si importante exige qu'elle ait une valeur fixe qui la protège contre une dépréciation possible et lui permette d'assumer un rôle permanent dans les opérations internationales nécessaires pour le bien-être et l'avancement du pays.

Ce n'est donc pas possible d'obtenir la stabilité du capital individuel ou la solidité de la richesse publique quand cet agent si important qui les gouverne perd quelques-uns des caractéristiques qui lui sont attribués par la raison bien comprise de sa création. Si la monnaie doit avoir une valeur fixe, il est nécessaire qu'elle émane de son propre caractère de façon à ce qu'elle puisse développer son pouvoir d'acquisition, car toute dépréciation a une action sur tout ce qui lui est subordonné, et si cette dépréciation est exposée à des oscillations constantes la condition normale des affaires disparaît et toutes ses branches sont profondément affectées par les perturbations violentes qui se succèdent; c'est un inconvénient dont souffre maintenant la monnaie d'argent, quand la monnaie d'or au contraire se maintient comme la base du système monétaire des plus importantes nations commerciales. Les nations mêmes qui ne le possèdent pas s'efforcent de l'adopter parce qu'il est à present le seul moyen de change ayant une valeur fixe.

Il arriva qu'en même temps que le plan de réformes ci-dessus mentionné était établi on avait décidé d'emporter immédiatement de grandes sommes de monnaie d'argent étrangère et pour cette raison le Congrès par décret du 3 juillet de la même année défendit la frappe de monnaie d'argent nationale et déclara toutes les monnaies étrangères du même métal monnaie non-légale dans le pays, établissant en même temps la façon dont les monnaies d'argent alors en circulation seraient rachetées.

Le Gouvernement ayant alors décidé d'entreprendre une réforme, un nouveau contrat fut signé avec le Banco de Costa Rica, dont

le principal objet était de substituer graduellement la note de banque par une autre note ayant un caractère exclusivement national émise au pair et garantie par une quantité égale de monnaie d'or ou mieux par des certificats d'or. La banque abandonna pour cette raison le privilège de l'émission exclusive.

La loi monétaire publiée dans le Bulletin mensuel du Bureau de novembre 1896 et dans une édition spéciale du même Bureau, décrétée d'accord avec ce plan, établit le colon d'or comme unité monétaire et fixe la relation de valeur entre cette monnaie et le présent dollar national d'argent évalué relativement à l'état du Trésor Public, basé sur la quantité du moyen de circulation, du taux moyen du change international pendant plusieurs années et à la dernière moyenne de la valeur de l'argent par rapport à l'or pendant la même période. De cette façon (la parité de valeur entre la note de banque et le certificat d'or étant aussi établie par ce même fait) toute perturbation possible dans les obligations et intérêts existant de tout genre et dans la valeur présente de tous les articles, a été évitée.

L'émission des certificats, d'un autre côté, est obligatoire parce qu'il ne serait pas possible de maintenir la monnaie d'or en circulation pendant que la quantité de notes émises par la banque lui est supérieure, et comme pour retirer les dernières il est indispensable de suppléer à leur absence de la circulation; de façon à éviter les difficultés qui se suivraient à la diminution dans les moyens de circulation, les certificats d'or auraient en même temps l'avantage de pourvoir effectivement à ce besoin.

La banque ayant été autorisée à émettre des notes jusqu'à la valeur de \$5,000,000 et ayant à présent en circulation, en chiffres ronds, 4,000,000, la première émission doit, d'accord avec le contrat, être réduite en proportion avec la quantité de monnaie d'or national frappée, et de la seconde émission on retirera de la circulation 90 pour cent des sommes de la même monnaie que le Gouvernement pourra déposer à la banque; et le Gouvernement émettra des certificats d'or payables au porteur jusqu'à une valeur égale à celle des billets de banque retiré. Ces certificats seront signés en même temps par le Secrétaire des Finances et le Directeur de la banque, et seront rachetés sur demande en or national le 31 décembre 1900, ou auparavant, quand le Gouvernement le jugera convenable. La valeur de la monnaie d'or déposée ne doit

pas être inférieure à 2,500,000 colones et jusqu'alors la banque échangera l'argent pour les certificats comme s'ils étaient ses propres notes.

La période fixée pour accomplir ce plan finit en 1902, mais le Gouvernement se réserve le droit de faire la frappe dans un délai plus court afin de réunir la quantité nécessaire de monnaie d'or dans le plus court espace de temps, et dans ce but il a déjà déposé à la banque 1,000,000 de colones en or, la valeur des deux premières frappes, et a amélioré la monnaie nationale pour pouvoir continuer sans retard cette opération.

Voici en résumé les principaux traits de cette importante réforme.

BANQUES.

Une des conditions sous lesquelles le Banco de Costa Rica a abandonné le privilège d'émission exclusive est la suivante :

Que la loi générale qui doit être décrétée établissant l'émission libre devra, entre les conditions principales qui l'autorisent, établir les dispositions suivantes :

Aucune banque ayant un capital de moins d'un million de colones sera autorisé à faire des émissions.

Les banques désirant devenir des banques d'émission devront avoir leur capital en monnaie d'or nationale.

Les notes seront échangées pour de l'or national.

L'émission des notes ne dépassera pas 65 pour cent du capital réalisé ; comme fond de garantie pour l'émission une réserve en or national d'au moins 40 pour cent de la valeur des notes émises est obligatoire.

Un contrôleur officiel aura soin qu'avant l'émission toutes les dispositions de la loi aient été accomplies et que la banque agisse toujours dans les limites de son autorité.

L'état de chaque banque d'émission doit être publié tous les mois.

MEXICO.

INSTRUCTIONS POUR L'EXPÉDITION DE MARCHANDISES.

Les instructions générales suivantes, en rapport à la manière dont on doit marquer et emballer les marchandises destinées pour le Mexique ont été prises des règlements des douanes de ladite

République. L'observation de ces règles évitera bien d'inconvénients et de retard dans l'expédition au port d'entrée.

I. Les caisses de marchandises ne doivent porter qu'une marque et numéro, afin d'en faciliter l'identification, les noms et adresses des fabricants, marqués uniformément sur les caisses d'origine sont tolérés. Les infractions à cette règle sont punies d'une amende d'une piastre, par caisse portant des marques et numéros autres que ceux décrits dans les factures consulaires.

II. Les poids net et brut, et la valeur de chaque colis doivent être spécifiés, même lorsqu'il s'agit d'un chargement entier de marchandises de même nature. Au cas où un colis contiendrait divers articles, il faut spécifier le poids net, le poids légal et la valeur de chacun et porter en regard l'article du tarif des douanes.

III. Il est important de noter la différence entre le poids net et le poids légal, qui comprend les gaines, écrins, cartons ou boîtes légères servant d'enveloppe particulière à chaque objet. Le tarif des douanes indique clairement si les droits sont perçus sur le poids net, légal ou brut.

Le système métrique est en vigueur depuis le 1^{er} septembre 1896.

IV. Lorsque plusieurs boîtes, balles ou caisses sont réunies, de façon à ne former qu'un seul colis, il est indispensable de spécifier : *a*) le nombre des colis ainsi réunis ; *b*) le poids de chacun séparément ; *c*) la marque et numéro et le poids brut du colis entier.

Cette règle ne s'applique pas aux marchandises expédiées en vrac, telles que douves, barres ou plaques de fer ou tôle, qui sont réunies d'une façon spéciale.

V. Dans les expéditions d'huiles ou autres produits similaires, emballés en général dans de grandes caisses, il faut spécifier le nombre d'estagons ou dames-jeannes, contenus dans chaque caisse.

VI. En ce qui concerne les envois de tissus, il est nécessaire de spécifier : la longueur et la largeur exactes de chaque pièce, la nature précise de l'étoffe, laine, coton, fil, soie, etc. ; le poids net et brut de chaque colis et celui de chaque article qu'il contient. La mesure des serviettes, nappes, mouchoirs, essuie-mains, etc., doit être exprimée en pouces carrés.

S'il s'agit de "rebozos" ou de leurs imitations, le nombre de fils par $\frac{1}{2}$ centimètre carré, doit être spécifié, ainsi que la nature précise du tissu.

VII. Dans les expéditions de produits chimiques ou pharmaceutiques, avoir soin de n'employer aucun flacon ou vaisseau quelconque portant une étiquette autre que celle indiquant la véritable nature du contenu.

VIII. La classification sous la rubrique "Máquinas," a donné lieu à de nombreuses erreurs ; il importe donc de faire connaître que tous les accessoires de machines, pouvant servir, à d'autres usages, même lorsqu'ils sont importés en même temps que les appareils dont ils forment partie intégrante, sont soumis aux articles du tarif les spécifiant ; ainsi, les boulons, barres de fer ou d'acier, plates, rondes, octogones ; les huiles lubrifiantes, les cuirs, tannés ou non (pour courroies de transmission par exemple) ne sont admis qu'en très petites quantités, à bénéficier du droit réduit sur les machines, même s'il font partie de l'envoi de celles-ci.

IX. Le plus grand soin doit être apporté à indiquer le nombre exact de colis

expédiés. La moindre erreur en plus du nombre porté sur le manifeste, entraîne de lourdes amendes, qui ne sont jamais remises.

X. En expédiant de la faïence, de la porcelaine, verrerie ou cristallerie avoir soin de spécifier si les marchandises sont unies, ou montées en métal doré ou argenté; dans ce dernier cas les droits sont beaucoup plus élevés.

VENEZUELA.

TARIF DOUANIER DE 1897-1898.

Troisième Édition, Fascicule 30.

[Suite du numero de Fevrier.]

§ 4.—CLASSE IV.

Droits.—75 centimes du bolivar.

Huile d'amande ou de lin.

Huile de poisson et de graine de coton.

Huile de palme et huile siccatrice ou liquide pour peintres.

Olives, câpres de toute sorte.

Burettes à huile, carafons à eau et à vin, et ménagères autres que celles ayant une partie quelconque en or ou en argent, qui, dans ce cas, suivent le régime de la classe VIII, et celles en argent allemand ou dorées, ou argentées, qui sont comprises dans la classe VI.

Acier, fer, cuivre, laiton, étain, fer-blanc, métal pour cloches, bronze, plomb, spéautre, zinc et nickel, en articles de toute sorte non dénommés dans d'autres classes, qu'ils soient ou non polis, vernis, étamés, ou bronzés; fours pour la fabrication du sucre.

Fil métallique, ouvré en articles tels que montures de perruque, cages d'oiseaux, porte-manteaux pour vêtements ou chapeaux ou autres objets de ce genre, ainsi que les armatures d'ombrelles et de parapluies.

Amandes, noisettes, noix, arachides, châtaignes et tous autres fruits secs avec coquilles, non dénommés.

Alambics et tous appareils semblables.

Amer Siegert.

Sésame, alpiste et millet.

Anis en graines, carvi, cannelle de Ceylan et cannelle de Chine (*canelón*), ail, cumin, clous de girofle, origan, poivres et autres épices qui servent à assaisonner et à relever les aliments.

Lustres, globes, candélabres, chandeliers, fanaux, réverbères, suspensions, lampes, lanternes, bougeoirs, chandeliers de jardin (*guardabrisas*) et quinquets, à l'exception des articles ayant une partie quelconque en or ou en argent qui appartiennent à la classe VIII, et de ceux en argent allemand, ou dorés ou argentés, qui sont taxés d'après la classe VI. Les pièces accessoires importées

avec les articles précités acquittent les droits de la classe à laquelle ces articles correspondent.

Arbres de Noël.

Jais à l'état brut.

Sucre blanc ou raffiné.

Balances, romaines et dynamomètres, en cuivre ou dans lesquels le cuivre prédomine, y compris les poids, même en fer, s'ils sont importés avec lesdites balances.

Seaux et baquets en bois.

Bandes de billard et bandes ou courroies de grosse toile cirée pour volants de moteurs à vapeur.

Jeux de bagatelle avec tous leurs accessoires.

Bastissages ou feutres pour chapeaux, non foulés, poils pour chapeaux, étuis en papier, cuirs intérieurs, doublures, peluche, visières pour casquettes et képis et autres articles exclusivement destinés à la fabrication des chapeaux, tels que la toile cirée préparée avec de la gomme-laque dissoute dans l'alcool, employée dans la fabrication des chapeaux de poil noir, et solution de ladite gomme dans l'alcool.

Cirage pour la chaussure et huile bitumineuse employée à noircir et à assouplir les harnais.

Billards avec tous leurs accessoires, y compris les billes et le tapis de leurs tables, pourvu que ces accessoires soient importés avec les billards.

Bol d'Arménie et lies (*borra*) non dénommés.

Caisses en bois, même importées non montées, ou en planchettes pour leur fabrication.

Paniers grands et petits, corbeilles, voitures d'enfants et autres articles en jonc ou en osier, y compris les petites voitures d'enfants, quelle que soit la matière qui les compose, le canevas de coton recouvert de papier, pour la fabrication des enveloppes, et le tissu recouvert d'une couche de sulfate de cuivre.

Carton manufacturé ou préparé, pour boîtes grandes et petites ou pour tout autre usage excepté les jouets d'enfants, les masques et les cartes à jouer. Sont également rangés dans cette classe les cartes de visite en blanc de toutes dimensions.

Orge mondé ou moulu.

Cévadille.

Capsules pour boucher les bouteilles.

Brosses grossières de pansage et brosses en corne ou en baleine pour laver les parquets.

Cire végétale, noire ou jaune, non ouvrée.

Soies de porc ou crins.

Chevaux de bois ou carrousels.

Colle ordinaire et collodion pour la photographie.

Toile écrue et toile dite *coleta*, écrue, du n° 2; toiles communes telles que celles comprises sous le n° 115 de la classe III, mais qui ont été plus ou moins blanchies, y compris la cotonnade (*cotonia*).

Couteaux à pointe, ordinaires, avec ou sans gaine; couteaux avec manche en

bois ou autre matière commune, pour pêcheurs, cordonniers, selliers, jardiniers, abricants de tabac; couteaux grands ordinaires pour la campagne et en général. ceux qui sont employés dans les arts ou les métiers.

Vernis de tout genre.

Caoutchouc manufacturé en tuyaux ou conduits et en plaques ou bandes pour courroies de machines.

Toile cirée pour parquets, pour emballer et pour toiture.

Miroirs de toute espèce et glaces étamées.

Blanc de baleine et paraffine.

Écume de mer, substance employée dans la fabrication du pain et à d'autres usages analogues.

Nattes grandes et petites et nattes de jonc, pour planchers.

Petites nattes et tapis ronds en pite de couleur pour tables.

Images, ornements, et articles pour le conditionnement des bonbons de toute sorte, ainsi que les cornets en papier doré, finis en tout ou en partie, importés pour le même usage. Si les contenants dont il s'agit sont recouverts de soie ou de velours ou garnis de fleurs ou d'autres articles soumis à des droits plus élevés, ils seront rangés dans la classe VI, comme articles de fantaisie, à moins qu'ils ne soient complètement remplis de bonbons.

Tapis ou Paillassons non dénommés.

Fruits secs.

Fruits à l'eau-de-vie, dans du sirop ou dans leur jus.

Bois ou arçons de selles.

Fleurs artificielles en porcelaine.

Biscuits avec sucreries.

Gazoline et benzine et naphte.

Gélatine de toute sorte.

Farine de pommes de terre, de maïs et de seigle.

Fil ou filasse, pour cordonniers et cordes de chanvre, pour brides, avec intérieur en étoupe.

Fil gros, de chanvre, de pite, de lin ou de coton, autre que le fil à coudre, à broder ou à tisser.

Fil de caret, lignes ou cordelettes tordues pour pêcher et fil de chanvre employé à la fabrication des filets de pêche.

Fer-blanc et tôle de fer, en articles non dénommés de toute sorte, et ustensiles en fer pour usage domestique, quand ils ont des couvercles en fer-blanc ou en tôle.

Encens.

Outils pour les arts et métiers, avec ou sans manche, tels que alicates, burins, compas, vrilles, truelles, bédanes et ciseaux de menuisier, niveaux, gouges, varlopes, herminettes, guillaumes, alènes, limes, marteaux, scies à bras et à main, tenailles et pinces, tours et étaux, planes, rabots, vilebrequins et autres articles similaires, ainsi que les boîtes en bois contenant quelques-uns de ces instruments.

Savon pour tailleurs.

Sirops de tout genre, autres que les sirops médicaux, confiseries de toute espèce, sucre candi et fécule de riz aromatisée employée dans la fabrication des bonbons.

Cire à cacheter en pains ou en bâtons.

Laine brute et grosse et petite toile à voiles écru de lin ou de coton.

Lait condensé.

Livres imprimés, reliés, excepté les livres dénommés à la classe VIII.

Faïence imitation de porcelaine.

Porcelaine ordinaire et porcelaine de Chine, sous toutes formes, non dénommée.

Houblon.

Bois manufacturé en articles non dénommés de toute sorte.

Manigrafos.

Saïndoux mélangé avec d'autres graisses et oléomargarine.

Marbre, jaspé, albâtre, granit et toutes autres pierres analogues, ouvrées ou polies, en articles non dénommés de toute sorte.

Maïzena.

Mèches tissées ou tordues et écouvillons, pour lampes.

Moutarde en grains ou en poudre.

Meubles en bois ordinaire, en osier, en paille ou en jonc, et meubles en fer et bois.

Orgues ou parties d'orgues quelconques importées séparément.

Osséine (*osteina*).

Bois débité pour allumettes.

Tamis en bois avec fond en tissu de lin.

Pâte ou mastic pour polir, ainsi que pour queues de billard.

Papier peint pour tapisser.

Composition imitant la porcelaine, le marbre, le granit ou toute autre pierre fine, en toute espèce d'objets autres que jouets d'enfant.

Tabac haché pour cigarettes.

Pierres à feu, pierres de touche ou à polir et autres semblables, non dénommées dans les autres classes.

Peaux non tannées et non ouvrées.

Poudre de boulangerie.

Soudures.

Procédés pour queues de billard.

Fromages de toute sorte.

Sacs vides, en canevas, en grosse toile de chanvre dite "coleta", en grosse toile écru et autres tissus similaires.

Saucissons, saucisses, jambons en boîtes, poisson en boîtes, conserves alimentaires, champignons secs ou en sauce, farine lactée et tous autres comestibles, préparés ou non, non dénommés dans les classes antérieures, tels que la pâte agglutinée du Buïtoni.

Sauces de tout genre et pickles à la moutarde.

Suif en masses, fondu ou pressé, et graisses ordinaires de toute sorte pour la fabrication du savon.

Siphons et machines à eaux gazeuses.

Cuir à semelles, teint ou non, non ouvré, et semelles de chanvre pour espadrilles.

Tabourets pour pianos, quelle que soit la matière dont ils sont fabriqués.

Talc en feuilles ou en poudre.

Fil de crin pour pêcher.

Couvre-plats en toile métallique.

Couvercles avec bouton de métal, de verre, de cristal ou de porcelaine.

Tissus de coton, de chanvre, de sparte ou de lin, pour étendre sur les parquets, même lorsque ces tissus sont mélangés avec un peu de laine, et tissus de crin pour recouvrir les meubles.

Toiles préparées pour peinture à l'huile et estompes pour dessin.

Tissus ordinaires, de chanvre, lin ou coton, pour meubles, en bandes, sangles, etc., et torchons de coton pour usages domestiques, et rubans en paille pour emballer.

Talons en bois, avec ou sans renfort en cuivre ou en fer.

Bandes d'étoffe ou de papier étamé (*de papel estañado*), pour la chaussure, de 1 centimètre de large sur 12 de long.

Tire-bottes et tire-bouchons.

Craie en pains, en tablettes ou autre forme pour billards.

Stores et jalousies pour portes et fenêtres.

Pétards dits *triquitraques*.

Tuyaux ou conduits en caoutchouc et bandes en caoutchouc pour courroies de machines.

Voiles en grosse et petite toile ou en cotonnade (*cotonia*), pour embarcations.

Chandelles de suif.

Vélocipèdes ou bicyclettes.

Verre et cristal, ouvrés, sous toutes formes non dénommées.

Vins de toute provenance, importés en bouteilles ou en bouteilles, autres que les vins rouges rangés dans la Classe III. Le vin de Porto, même rouge, importé en bouteilles ou bouteilles est rangé dans la présente classe.

Articles en plâtre de toute sorte, autres que les jouets d'enfants.

§ 3.—CLASSE V.

Droits.—1 bolivar 25 centimes.

Huiles et savons, parfumés.

Huile de jégoline, de sésame, de catapuce et autres non dénommées dans les classes précédentes.

Huile de foie de morue.

Acide tartrique en poudre.

Arsenic et ammoniaque liquide.

Eaux de senteur pour la toilette et pour laver les cheveux, telles que la *florilina* et autres analogues ainsi que les eaux pour nettoyer les métaux.

Eau-de-vie de toute sorte, à l'exception de l'eau-de-vie de canne dont l'importation est prohibée, brandy ou cognac et leurs essences, absinthe, genièvre et leurs essences titrant jusqu'à 22 degrés Cartier sous réserve d'être tarifées en proportion si elles titrent davantage.

Amandes mondées.

Appareils ou conformateurs pour mesures de chapeaux.

Appareils de photographie.

Carasses ou formes en toile gommée, pour chapeaux, bonnets et casquettes.
Anneaux et boucles recouverts de cuir.

Cuir à rasoirs, pierres fines pour aiguiser les rasoirs, et pâte pour le même usage.

Safran.

Mercure.

Malles, sacs de voyage, sacoches et valises de tout genre.

Outres pour vin et bourses et sachets en toile cirée pour échantillons de grains.

Bandages, bougies ou sondes, suspensoirs, charpie, manches ou filtres, biberons et bouts de sein, tétines, tire-lait, vantouses, colliers anodins, spatules, lancettes, cornues, clyso pompes, seringues de tout genre et syphons non dénommés.

Bramante (toile écrue), *brin*, coutils, drils, toile de ménage, *liencillo*, *platilla*, *warandol* ou irlande, écrus de lin ou de coton, et autres tissus écrus similaires, même avec raies ou fleurs de couleur, pourvu que le fond soit écru, et hollandille de fil, noire ou bleue.

Brosses et pinceaux de tout genre.

Étuis à chapeaux, en cuir.

Calendriers de toute sorte.

Chambres claires ou noires, pour dessin ou photographie, et autres appareils similaires.

Canevas de coton, pour broder, et canevas de fil écru, semblable au tissu clair dont on se sert pour les moustiquaires.

Capsules, sacs ou sachets, en papier, de tout genre et de toute grandeur; avec ou sans inscriptions, pour usages pharmaceutiques.

Écaille brute.

Toile de ménage, toile dite *coleta*, blanche, toile de rose, *lomo de camello*, créas de coton et tissu de fil appelé créas écru allemande, des n^{os} 9, 10, et 11, doublure (*crehuella*) rayée ou quadrillée, de couleur ou non, et toutes autres toiles semblables non dénommées dans les classes antérieures.

Tamis en fil de cuivre, en cuir, en bois ou en crin.

Brosses à dents, à cheveux, à habits, à chaussure et pour tout autre usage, à l'exception des brosses dénommées à la class IV.

Cire blanche, pure ou mélangée, non ouvrée et cire minérale.

Soies de sanglier, pour cordonniers.

Colle de poisson et colle liquide pour cordonniers.

Couleurs et teintures non dénommées, telles que bleu azur, outre-mer, et *kalsouime*, terre de différentes couleurs.

Liège en planches, en bouchons ou en tous autres articles.

Lacets pour souliers.

Améthyste (quartz).

Cubèbe.

Canifs, rasoirs, ciseaux et *chambetas*, couteaux et fourchettes, excepté ceux dont le manche est recouvert d'une plaque d'or ou d'argent, qui acquittent les droits de la classe VIII, et ceux en argent allemand ou argentés ou dorés, qui sont rangés dans la classe VI.

Cordes simples et entourées de fils (*entorchados*).

Bière concentrée.

Écorce de sassafras et toutes autres écorces médicinales.

Dril de coton blanc et de couleur et flanelle de coton blanche ou de couleur, ainsi que le dril dit *casinette* de coton.

Droges, médicaments et produits chimiques non dénommés antérieurement, ainsi que tous les vermifuges et tous autres articles ou substances médicinales, tels que bicarbonate de soude, vin de *buey*, semence de cardamome et plante qui la produit; bière peptonisée, sel gemme pour animaux et élixir amer de coca.

Toiles cirées de toute sorte, autres que celles employées pour parquets, emballages et toiture rangées dans la classe IV.

Bougran de coton.

Balais grands et petits et balais en crin.

Essences et extraits de toute sorte, non dénommés.

Éponges.

Stéréoscopes, cosmoramas, dioramas, panoramas, lanternes magiques et autres appareils analogues.

Lanternes en papier, faux-cols, devants de chemises et manchettes, en papier, y compris ceux qui sont doublés de tissu, et articles en papier non dénommés.

Fleurets, masques, plastrons et gants pour l'escrime.

Phosphore en pâte.

Photographies.

Couvertures en coton.

Couvertures en laine blanche ou avec franges en couleur, et couvertures foncées en poil de chèvre (*cabrin*).

Gomme-lac, résine de copal et toute espèce de gommes ou de résine non dénommées.

Gants de crin et gants d'escrime.

Glycérine.

Fil à coudre ordinaire, fil non tordu pour broder et fil simple à un bout pour métiers à tisser.

Aimants.

Sujets ou statuettes, autres qu'en or ou en argent.

Instruments de musique et boîtes à musique ou leurs parties accessoires quelconques, excepté les orgues et les pianos.

Instruments de chirurgie, de dentiste et d'anatomie, de mathématiques et autres sciences, non dénommés antérieurement.

Savon blanc jaspé, appelé de Castille ou de Marseille.

Savon ordinaire.

Jeux d'échecs, de dames, de dominos, de roulette et autres similaires.

Images ou gravures sur papier.

Livres ou livrets en blanc, crayons et fusins pour le dessin, agendas et portefeuilles, carnets à souche lithographiés pour quittances, crayons de tout genre, excepté ceux pour ardoises, gomme à effacer, cachets et timbres pour lettres, encre et poudre pour encre, coupe papiers, portes-mines, cire et pains à cacheter, sable, plumes en acier, porte-plumes, encriers et tous autres articles de bureau, à l'exception des enveloppes et des objets ayant quelque partie d'or ou d'argent.

Livrets de feuilles d'or ou d'argent fins ou faux, pour dorer ou argenter, bronze en poudre et livrets pour bronzer.

Caves à liqueur, vides ou contenant une liqueur non dénommée dans une classe soumise à un droit plus élevé.

Liencillo, *brin* et toile de ménage, écrus ou de couleur, en fil ou en coton, quelle que soit leur espèce.

Limaille de fer.

Tissus à raies, *arabias* et guingans, de lin ou de coton, ordinaires, destinés seulement à la confection des vêtements d'ouvriers.

Baguettes, moulures et galeries en bois, peintes, vernies, dorées ou argentées, et porte-embrasses ou patères en bois, pour soutenir les rideaux.

Tissu de deuil élastique et crêpe, pour chapeaux.

Liqueurs douces, telles que *Sherry cordial*, crèmes de vanille, de cacao, et autres similaires.

Madapolam blanc, *hollandille* blanche, Bretagne, toile de ménage, *matrimonio* de coton, Irlande blanche ou de couleur, créas, *elefante*, *platilla*, *liencillo*, sympathique, *savaje*, de coton et autres tissus similaires.

Cadres de toute matière, avec ou sans verre, avec ou sans estampes, portraits, figures et gravures.

Masques de tout genre.

Macaroni, nouilles, vermicelles, et toutes autres pâtes alimentaires semblables.

Mesures en cuir, tissu ou papier, avec ou sans étuis.

Meubles en bois fin tel que palissandre, acajou, bois de rose et de noyer; meubles avec dossier et siège recouverts de crin, laine, coton ou soie, meubles en bois ordinaire, dorés, et cercueils de toute sorte.

Noix de galle, noix muscade et fleur de noix muscade ou macis.

Abat-jour en papier, métal ou tissu, et papier-soie de couleur.

Pastilles de gomme, de toute sorte.

Parfumerie de toute espèce.

Parchemins et imitations de parchemins, en articles non dénommés; toiles employés uniquement pour la reliure et tissus imperméables en caoutchouc et coton, pour couvertures et pardessus, et feutre de coton pour machines à lithographier.

Pèse-liqueurs ou aréomètres de tout genre et alcoomètres.

Tableaux, chromos, dessins et portraits, sur toile, bois, papier, pierre ou autre matière; annonces lithographiées collées sur carton et cartes avec paysages ou sujets en couleur, pour baptême.

Poudre de riz et autres analogues pour toilette, houppes et *caracol* de Perse calciné.

Porte-bouteilles et porte-verres.

Poudre à feu.

Tabac en carottes (*hueva*) et tabac tordu à mâcher.

Tannin.

Thé et vanille.

Encre de Chine, pour marquer, teintures pour les cheveux et encres de toute sorte autres que l'encre d'imprimerie.

Bougies de blanc de baleine, de paraffine, de composition ou stéariques, et mèches tordues pour leur fabrication.

Warandol écru, de lin ou de coton, même avec raies ou fleurs de couleur, y compris celui à fond gris plomb ou jaune clair.

Briquets et amadou ou mèches à briquets.

§ 6.—CLASSE VI.

Droits.—2 bolivars 50 centimes.

Verroterie, perles et graines, de verre, de porcelaine, d'acier, de bois ou de toute autre matière que l'or et l'argent; ornements pour cercueils, articles de fantaisie en verre ou en porcelaine avec garnitures en métal doré ou argenté; plantes artificielles en caoutchouc, papier et tissu, représentant des palmiers, des bégonias et de grandes feuilles, et bonbonnières recouvertes de soie ou de velours ou garnies de fleurs ou d'autres articles soumis à des droits plus élevés que ceux applicables à la classe IV, pourvu que lesdits contenants ne soient pas complètement remplis de bonbons.

Acier recouvert ou non, pour crinolines et tournures.

Toile damassée, toile de Bretagne, toile écrue (*bramante*), coutil, creas, excepté la creas écrue allemande des nos 9, 10 et 11 dénommée à la classe V, damas, drill, *estopilla*, *estrepe*, fleuret *garantido*, Irlande, *platilla*, rouennerie et *warandol* blanc ou de couleur, de lin pur ou mélangé de coton.

Épingles, aiguilles, œillets, épingles à cheveux, agrafes pour vêtements et pour chaussure, crochets en zinc pour chaussure, boucles pour chapeaux, gilets, pantalons, et chaussure, autres qu'en or et en argent.

Tapis en pièces et carpettes.

Camisoles, écharpes, bonnets, chaussettes, caleçons, pantalons, bas et cache-corsets en tricot de coton et tissus de même espèce. Les camisoles avec cols et manchettes ou auxquelles on peut adapter des cols ou des manchettes, faux, acquittent une surtaxe de 50 pour cent.

Lunettes, besicles, jumelles ou binocles, longues-vues, loupes, télescopes et microscopes, excepté ceux avec garniture d'or et d'argent, mais y compris les verres ou lentilles pour lunettes, etc., importés séparément.

Fanons de baleine et leurs imitations.

Basanes.

Baromètres, hygromètres, chronomètres, thermomètres, octants et autres instruments similaires, et boussoles de toute sorte.

Cannes, fouets, cravaches et armes défensives, à l'exception des cannes à épée ou à feu qui suivent le régime de la classe VII.

Boutons de toute genre, excepté ceux en soie, en argent ou en or.

Bayette, petite bayette et ratine, en pièces ou plaids, et couvertures faites avec ces tissus.

Fourneaux de pipes, fume-cigares et pipes, en ambre, porcelaine et toute autre matière, outre que l'or et l'argent, et à l'exception des articles similaires dénommés à la classe III.

Boîtes avec accessoires pour la barbe, nécessaires à ouvrage et nécessaires de voyage.

Coquilles et coquillages, même ouvrés en articles d'ornement.

Portefeuilles, blagues à tabac, porte-cartes, porte-monnaies, porte-cigares, étuis à lunettes, boîtes à allumettes, albums sans couverture en velours, ni dorés ni argentés, et tous autres articles similaires, excepté ceux qui ont quelques parties en or ou en argent.

Cire ouvrée en articles de tout genre, excepté les jouets pour enfants.

Courtes-pointes, draps-de-lit, plaids, hamacs, couvertures et tapis de table, en lin ou en coton.

Élastiques pour chaussures.

Corail en articles de tout genre, autres que ceux montés sur or ou sur argent.

Couronnes et autres articles funéraires analogues.

Cordonnets minces pour le tissage et tous autres fils tors en forme de cordonnet, tels que le fil à relier ou pour coudre les voiles, blanc ou de couleur, qui, par son élasticité, ne peut être assimilé à du cordon et peut être employé pour la fabrication des tissus à la main ou à la machine.

Crinolines, tournures et autres articles du même genre, et cordons en caoutchouc recouverts ou non, employés à l'intérieur des vêtements de femmes.

Couteaux et fourchettes, avec manche en métal allemand ou blanc, ou argenté, ou doré.

Matelas, sommiers, oreillers et traversins, non en soie, duvet pour les rembourrer et toile métallique manufacturée pour le fond des lits.

Cordes en coton pour hamacs.

Damas, *coqui*, bombazin, *bordon*, tissus ouatés, coutil, damassé, mahon, nan-kin, nankin léger, *estrepo*, piqué, satinette, *tange* ou linon gommé, en coton, blanc ou de couleur, et tous autres tissus de coton similaires, non dénommés dans d'autres classes.

Dents et yeux artificiels.

Dés à coudre, excepté ceux en or ou en argent.

Jupons, jupes, robes de chambre et chemises de nuit et blouses de coton, confectionnés ou en coupons, et tissus de coton façonnés pour jupons avec ou sans bandes brodées.

Articles en métal allemand ou blanc et ses imitations, tels que cabarets, plateaux, mors, muselières, éperons, étriers, charnières, boucles, lustres, lampes, candélabres et autres articles similaires.

Objets en fer ou en autres métaux dorés ou argentés, à l'exception des articles de bureau qui seront toujours compris dans la classe V, même s'ils sont dorés ou argentés.

Fil d'estame brut et poil de chèvre.

Étuis avec menus objets d'acier, cuivre, ou autre métal, pour broder, pour les dents ou les ongles, pour le dessin et la peinture.

Balais, brosses et écouvillons, en palmier, jonc ou autre matière végétale.

Feutre en pièces, pour housses de cheval.

Plaids de laine pure ou mélangée de coton, avec fond d'une ou de plusieurs couleurs, et couvertures de lit en laine pure ou mélangée de coton, également de différentes couleurs.

Tissus pour pantoufles, autres que ceux de soie.

Élastiques pour chaussures.

Gutta-percha ouvrée ou non.

Fil d'or ou d'argent faux, cannetille, paillettes, clinquant, oripeaux, lamelles, galons, passementerie ou toutes autres fournitures d'or ou d'argent faux, pour broder ou coudre.

Os, ivoire, nacre, jais et imitations de jais, écaille et imitations d'écaille, caoutchouc, gomme élastique, plaques de celluloïde, corne et talc, en articles de tout genre non dénommés, à l'exception de ceux manufacturés en jouets d'enfants, rangés dans la classe III, et de ceux qui ont quelque partie en or ou en argent et qui sont compris dans la classe VIII.

Nappes, essuie-mains et serviettes de toute sorte.

Tissu *matrimonio* en fil pur ou mélangé de coton.

Aiguilles, clefs, ressorts, spiraux et autres pièces de mouvement d'horlogerie, à l'exception de celles en or ou en argent.

Lumignons et coton légèrement filé pour lumignons.

Mouchoirs en coton, ne dépassant pas 1 mètre de longueur.

Papier doré ou argenté, papier estampé en relief et papier peint pour fleurs artificielles.

Parapluies, ombrelles et parasols, de laine, de lin ou de coton.

Perles et pierres fausses, non montées ou montées sur tout autre métal que l'or et l'argent.

Peaux tannées non ouvrées, à l'exception du cuir à semelles teint ou non rangé dans la classe IV.

Métal allemand en articles de tout genre non dénommés.

Plumes d'oie préparées pour cure-dents.

Plumeaux.

Poudre à feu.

Bijouterie fausse.

Pendules et cartels, réveille-matin, clepsydres, sabliers et autres articles similaires, à l'exception des montres et des horloges de monument importées par le Gouvernement fédéral.

Chapeaux, casquettes, casques et coiffures dites *pavitas*, en paille ou ses imitations, sans aucun ornement.

Cuir verni non ouvré.

Sextants.

Warandol blanc, de lin pur ou mélangé de coton.

Indiennes, nanzouk, calicots, cretonnes, tarlatanes, brillantés, tissus rayés français, fins, et tissus d'autre provenance, fins, pour costumes de dames, popeline, *malvinas*, japonaises, lustrines, percales de couleur et tous autres tissus de coton de couleurs similaires non dénommés dans d'autres classes, tels que le mérinos de coton.

[La fin au Numero d'Avril.]

MISCELLANÉES COMMERCIALES.

COLOMBIE

Concurrence Commerciale. M. M. Villiers, qui remplit les fonctions de Consul Général de la Grande Bretagne à Bogotà, dans un rapport récent au Foreign Office Britannique, appelle l'attention de son Gouvernement sur les efforts actifs qui sont faits par les Etats-Unis pour étendre son commerce en Colombie. A ce propos il fait mention de la position prépondérante occupée par les Etats-Unis dans le commerce de fer, acier, matériaux de chemins de fer et matériel circulant, ponts, etc.; non seulement pour les matériaux pesants, mais aussi pour les petits articles, comme instruments d'acier, scies, limes et grattoirs, couteaux de boucher, clous, etc. Les feuilles de fer pour la construction, les fils de fer pour enclos, les bicyclettes, les machines à coudre, les pendules, la bijouterie, les bougies et les appareils électriques sont aussi largement fournis par les Etats-Unis, mais quant au coton, au lin et aux draps il existe un commerce relativement petit.

Extension des Chemins de Fer. Des informations reçues directement de Barranquillas disent que la construction de chemins de fer en Colombie se poursuit activement. Le chemin de fer Antioquia, propriété du département du même nom et qui est à présent en exploitation en une distance de 32 milles de Puerto Berrio à Las Pavas, est en train d'être prolongé jusqu'à Medellin à 91 milles. Le chemin de fer de Cucutá à Puerto Villamizar sur la rivière Zulia, à une distance de 34 milles, doit être prolongé jusqu'à la frontière du Vénézuéla et une partie du travail est déjà finie. Le chemin de fer de Girardot à Juntas de Apulio (24 milles) doit être prolongé jusqu'à un point sur la ligne Factativa à une distance de 48 milles. Le chemin de fer de Cauca qui est à présent en exploitation de Buenaventura sur la côte à San José (21 milles) a été délivré au gouvernement national; la ligne sera prolongée jusqu'à Calé à 64 milles à l'intérieur.

MEXIQUE.

Culture de Chanvre. La culture de chanvre dans l'Etat de Morelos, Mexique, a dépassé, à ce qu'on dit, la période des essais et promet des résultats substantiels. Mr. HAMER, qui a été intéressé dans cette culture pendant les quatre dernières années, a des terres où le chanvre est cultivé dans plusieurs endroits de la vallée de Cuernavaca et est en train de négocier l'affermage de la vallée de Huaymac, contenant environ 1,000 acres actives, dont une grande partie est considérée appropriée à son dessein. Le drap manufacturé avec le chanvre cultivé par Mr. HAMER est jugé de la meilleure et plus durable qualité.

PARAGUAY.

Culture du Tabac. Le gouvernement paraguayen prend des mesures actives pour raviver la culture du tabac qui formait autrefois une branche importante de l'industrie de la République; le tabac étant cultivé non seulement pour la consommation nationale, mais aussi pour l'exportation. Dans ce but le gouvernement a invité un nombre de Cubains experts dans cette

industrie à faire un rapport sur le sol et les possibilités du pays, et selon leur opinion, les conditions dans certaines localités sont presque identiques à celles des meilleurs terrains productifs du tabac à Cuba. Bien que la récolte de 1896 sur cette plantation ait été petite, la qualité du produit fut prononcée égale au "Vuelta Abajo," et des échantillons furent envoyés à l'Exposition de Bruxelles. En 1895, le Paraguay exporta 4,744,096 livres de tabac.

PÉROU.

Machines pour la Minération. L'activité minière existant au Pérou démontre d'une façon saisissante le besoin de machines améliorées en relation avec cette industrie. Un des besoins les plus pressants consiste dans les dragues pour atteindre les lits des fleuves, où sont déposés d'immenses quantités d'or. A présent on se sert de procédés très primitifs, de simples plateaux de bois, contenant environ 15 livres de sable. A cause de ces facilités incomplètes l'extraction de l'or n'est effectuée que du mois de juin au mois d'octobre, quand les fleuves sont bas, mais en usant de dragues on pourrait faire les travaux pendant toute l'année. La terminaison de la nouvelle route de Crucéro à Phara et à Huari-Huari à travers une région riche en dépôts minéraux, offrirait des facilités pour le transport des machines et le développement dans ses localités de la minération de l'or.

SALVADOR.

Paiement des Droits d'Importation. Par un décret exécutif la République de Salvador a décidé que le paiement de 53 pour cent de ses droits d'importation se fera dans les termes suivants: 32 pour cent en or américain, 10 pour cent en titres des douanes, 5 pour cent en titres issus par la monnaie, et 6 pour cent en titres de la dette française. Quand ces titres seront épuisés la partie correspondante sera payée en or des Etats-Unis, d'où il semble se déduire que l'or des Etats-Unis a été adopté par cette République comme la base de l'étalon or, nouvellement introduit.

URUGUAY.

Commerce avec les Etats-Unis en 1897. Le Consul-Général PRUDENCIO DE MURGUIONDO, représentant de l'Uruguay aux Etats-Unis, a envoyé au Bureau un rapport sur le commerce des deux pays pendant l'année 1897. La valeur totale des exportations aux Etats-Unis a été de \$4,391,063; les importations se sont élevées à \$1,135,679 soit un commerce total pour l'année de \$5,526,742. Ce rapport montre que les exportations pour les six premiers mois s'élevèrent à \$3,560,115 et pour les six derniers mois à \$830,948. L'exportation de laine pendant la première moitié de l'année a atteint une valeur de \$1,950,675 et pendant la dernière moitié l'exportation comprenait quatre-vingt-cinq ballots évalués à \$14,825, accusant une diminution dans cet article de \$1,935,849. Les importations provenant des Etats-Unis pour l'année 1896 s'élevèrent à \$1,452,531; ces chiffres comparés avec ceux pour l'année sous considération, accusent une diminution pour l'année 1897, de \$316,650. Le Señor MURGUIONDO considère que la diminution dans le commerce est due aux crises politiques qui ont eu lieu à Uruguay en 1897. Cette condition d'affaires étant terminée, il anticipe un rétablissement du commerce usuel entre les deux pays.

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TRADE RELATIONS IN AMERICA—X.*

INTERNAL RESOURCES OF THE WEST INDIES.

Reference has already been made in the MONTHLY BULLETIN for the month of October, 1897, to the favorable conditions which the West Indies offer to the commerce of the United States, their geographical situation making communication between North American ports and the great archipelago, which extends from the vicinity of Florida almost to the coast of Venezuela, very easy. The superficial area of all these islands is about 92,270 square miles, and their population is estimated at about 5,000,000.

The principal product of the West Indies is sugar, which is followed in regular order by tobacco and coffee, and it may be said that up to a few years ago, from a commercial standpoint, no other existed which merited mention; but for some time past considerable attention has been devoted to another class of products, such as cacao, woods, rum, molasses, vegetable fibers, sponges, tortoise shell, salt, hides, and tropical fruits.

The West Indies form, as is well known, an agricultural region *par excellence*, although their industrial resources are rather limited.

* The first article of this series, by the late JOSEPH P. SMITH, Director, was published in the MONTHLY BULLETIN for July, 1897. The series will be continued by various contributors on the lines laid down by Mr. SMITH.

What they principally export are the products of the soil, which, more or less fertile throughout all the islands, is wonderfully fruitful in some of them, such as Cuba, Puerto Rico, Jamaica, and Haiti. The extraordinary wealth of the great Spanish Antilla is proverbial, for not only are all the products of intertropical America grown there, but it possesses in its tobacco a veritable specialty. All the efforts made in other countries have not sufficed to draw away from this privileged island the magnificent Vuelta Abajo tobacco. The coffee of Puerto Rico is far famed, no less than that of Haiti. The island of Trinidad produces excellent cacao.

The trade of the West Indies with the United States is already quite large, and it is to be hoped that it will increase more and more in course of time. If we glance at the tables published below, taken from the statistics of the Treasury Department of the United States, we shall see the total reached by the commerce between the United States and the West Indies during the fiscal year 1896-97:

Imports.

West Indies:

British.....	\$12, 285, 885
Danish	367, 289
Dutch	96, 343
French	9, 944
Haiti	1, 460, 220
Santo Domingo	2, 369, 424
Spanish:	
Cuba.....	18, 406, 815
Puerto Rico	2, 181, 024

Exports.

West Indies:

British	\$7, 808, 493
Danish	519, 448
Dutch	649, 971
French	1, 665, 461
Haiti	3, 554, 433
Santo Domingo	1, 045, 037
Spanish:	
Cuba.....	7, 599, 757
Puerto Rico	1, 964, 850

The British West Indies carry on a large trade with the United States, whither they send the major part of their products and whence they receive almost everything they need. Referring to the trade conditions in Jamaica, Mr. ECKFORD, the consul of the United States in Kingston, in a communication published in the

"Commercial Relations of the United States" for 1895 and 1896, says:

"In reply to the Department's circular of July 8, 1896, I have the honor to state that during the past few years there has been a steady increase in the imports from the United States to this island, which, judging from all appearances, is likely to develop still further.

"Increased shipping facilities to and from the United States, and the consequent reduction of freight rates, the efforts put forth by manufacturers, exporters, and others to bring their goods within range of the West Indian public by advertisements, by sending down responsible and energetic agents, and other means, have all tended in the direction of increased trade, and there is every indication that the enterprise and energy of American merchants, who, it may be said, are but recently awakening to the fact that here can be found a good market for their commodities, will result in considerably greater commercial intercourse."

The means of internal communication in the several Antilles, as a general rule, meet the requirements of trade. In Cuba the principal centers of population are joined by railroads. In Jamaica there are also some miles of railway, which is the case in Trinidad, Barbados, Puerto Rico, and the Dominican Republic; but the greater part of the trade is carried on by sea, although good wagon roads also exist in some of the islands.

The West Indies possess numerous and excellent ports, some of which figure as the best in America. Communication between these ports and those of the United States is good and frequent. Speaking of Jamaica, Consul ECKFORD says on this subject, in the report already mentioned, as follows:

"Jamaica has 42 outports open to foreign commerce, of which the principal are Kingston, Port Antonio, Montego Bay, Black River, Savana la Mar, St. Anns Bay, Falmouth, Milk River, Lucea, Morant Bay, Annotto Bay, and Port Maria. During the year, 1,168 vessels cleared from the ports of the island, being 32 in excess of the previous year; of this number 698 were steam vessels, and 470 sailing vessels. Of the total number, 162 were American vessels, 82 being steam, and 80 sailing, with a tonnage of 75,052 tons, being an increase of 35,711 tons over last year. Shipping facilities from the United States to the Island are excel-

lent. The Atlas Steamship Company (British) runs weekly steamers from the city of New York to Kingston and return. It has about 8 vessels upon the route. * * * The Kerr Line (British) has a number of vessels, principally engaged in the fruit trade, running from the various outports of the Island to New York. The Boston Fruit Company (American) owns and has chartered 12 vessels, with a tonnage of from 381 to 1,440 tons, engaged in the fruit and passenger trade, and running from Port Antonio (the head station), Kingston, Annotto Bay, Buff Bay, Hope Bay, Port Marant, and other outports to New York, Philadelphia, Boston, and Baltimore. The West Indian and Pacific runs bimonthly steamers from the city of Kingston to New Orleans via Mexican ports. The Independent Line recently commenced running vessels from New York to Kingston and return. These are principally engaged in the fruit trade. A number of tramp steamers ply between the several outports of the Island and the ports of the United States."

The principal Cuban ports maintain steam communication with the United States, and the following lines of navigation deserve mention: The New York and Cuba Mail Steamship Company, the Munson Steamship Line, and the Compañía Trasatlántica Española.

Santo Domingo and Haiti have also good means of communication with the United States by steam and sail. The same may be said of the French, Dutch, and Danish West Indies.

As was to be expected, considering the geographical position of the Antilles with respect to the United States, the trade transactions between this country and those islands are of considerable importance, and the tendency is toward a rapid development. With the Spanish colonies of Cuba and Porto Rico, and especially with the former, the trade of the United States has been very large, since it has risen to no less than 90 per cent of the total commerce of the Great Antilla.

According to the "Statesman's Year Book" for 1897, nearly all the tobacco and half of the cigars exported from Cuba come to the United States. The same authority asserts that of the 832,431 tons of sugar leaving the island in 1895, 769,962 were introduced into the United States. The trade of the United States with the British West Indies is considerable, since, as has been said, the

greater part of the products of the latter come to the American markets, where the islands also provide themselves with what they need. Jamaica, which is the first as regards size, wealth, and population, imports from the United States a large quantity of manufactures, representing in 1896 33.9 per cent of the total imports of manufactured articles. As regards the food stuffs introduced into the island, the greater part comes from the United States, for, according to Consul ECKFORD (*vide* "Commercial Relations of the United States" for 1895 and 1896, p. 519), of the \$3,870,716.03 which those importations represented in the fiscal year 1895-96, \$2,429,294.91 came from this country.

The commerce of the United States with the French West Indies, although it is already considerable, has not yet reached its full development, and in this regard it were well to cite what Mr. TUCKER, American Consul, in a report written from St. Pierre, Martinique, on October 8, 1896, which was published in the "Commercial Relations of the United States" for 1895-96. says. Following are the words of the officer named:

"In a recent interview with the mayor of St. Pierre, he complained of the impossibility of obtaining reliable information out of catalogues printed in the English language, as there is no one in the employ of the municipality who speaks English. He alluded especially to catalogues of steam fire engines, which engine he says the city desires to purchase, and also said he would be pleased to have a catalogue and price list (in French) of all kinds of stationery, but to send catalogues printed in English here, as is constantly being done from the United States, is simply a waste of postage and good material. It would be well to suggest to manufacturers and tradesmen in the United States the expediency of sending catalogues and price currents in French to this island as a further means of introducing their wares and stock, by which means American manufactured goods would be far more appreciated than they now are.

"As another strong point in favor of introducing American goods, I would further suggest that firms in the United States select as their traveling agents or drummers men of ability, technical education, and linguistic attainments to visit this and other French countries, otherwise their voyages are usually sterile in their consequences. When one considers the efforts put forth by

other countries and nations, especially the German Empire, to train their young men for so important a work, and the success resulting therefrom, I can not but impress upon my countrymen, in this age of competition and constant effort toward improvement and the mode of securing clients in foreign countries, to pay attention to this matter. I have known traveling agents from the United States in this island who could not speak one word of French, consequently could do no business, while others, conversant with the language and well up in their work, were quite successful in behalf of the firms they represented."

The Danish and the Dutch West Indies are the smallest of all, and their trade is naturally in proportion to their size. The commerce they maintain with the United States is, however, of considerable importance. Speaking of the imports and exports of St. Thomas, Consul STEWART, in a report dated September 5, 1896, published in the "Commercial Relations of the United States" for 1895-96, expresses himself thus:

"There has been a decrease in the imports from England, France, and Germany during the fiscal year ending June 30, 1896, while from the United States there has been an increase of over \$40,000.

"The exports are estimated at about \$60,000, of which \$37,987 went to the United States."

The Dutch colony of Curaçao has, in proportion to its size, a considerable trade with the United States; but it is evident that much can be done to increase it, and regarding this Mr. JERVIS SPENCER, the American Consul, in a report published in the "Commercial Relations of the United States" for the year 1895-96, says as follows:

"If samples of American manufactured products could be seen and examined with the price lists, and compared favorably with those of European manufacture, they would surely be taken, and trade established in a growing way. I would advise the use of a building in which to exhibit samples, so that the manufacturers of the United States may sell to the merchants of these countries with little cost."

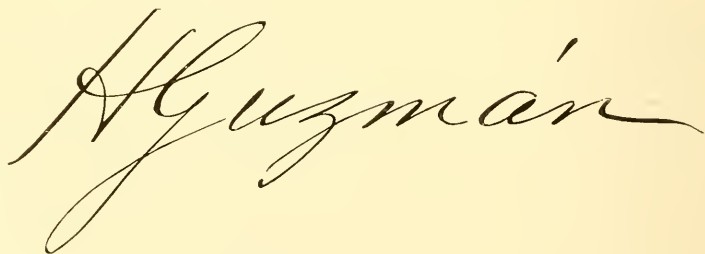
Consul SPENCER, like other consular officers, advises the sending of commercial travelers who are acquainted with the language, the tastes, and the customs of the country.

Upon considering the development which the trade of the United States with the Antilles may reach, the first thought that strikes one is the proximity of these islands to the coasts of that Republic. The mountains of Cuba may almost be seen from Florida. From New York to Kingston, Jamaica, the distance is 1,820 miles, and much shorter to Haiti. The Antilles, lying in the course followed by the steamships and sailing vessels employed in the commerce between the United States and the Atlantic coast of Central and South America, it is indubitable that as the commercial relations of the three sections of this continent develop the trade between the islands of the Caribbean Sea and the markets of the north must necessarily assume greater proportions. The American manufactories can provide the entire archipelago with all the commodities its inhabitants may need, and the competition of the Old World will become impossible on the day that the merchants of the United States, accommodating themselves to the requirements of the Antillean markets, shall adopt the commercial methods followed by European countries, principally Germany, and which consist, above all, in studying, through the medium of active and well-educated agents, the usages, customs, and even the peculiar tastes of the peoples with whom they trade.

The reconstruction of the merchant marine of the United States is an indispensable necessity in the face of the requirements of foreign commerce. There is no reason why the American ship-owners may not compete with those of Europe in the industry of sea transportation, more especially as regards the countries of this continent, and it is, nevertheless, an undeniable and surprising fact that the greater part of the commodities introduced into the ports of Latin America comes in European bottoms. The American shipyards build vessels as good as those turned out in England, and it is a recognized fact that in times past the merchant marine of the United States surpassed the English. The efforts of all who aspire to see the United States dominating, without any competition whatever, all the markets of the New World, should be directed toward placing the merchant marine once more upon that footing.

As the merchant marine of the United States rises to the

height which it must necessarily reach, the growth of this country's trade with the rest of America will become an easier matter. It is a fact recognized by all the great powers of the world that nothing is so favorable to the commerce of a country as the ability to send its goods abroad under the ægis of its own flag, and to this fact is undoubtedly due in great part the prominent position which Great Britain has occupied for so long a time with respect to the other commercial nations. The efforts that France and Germany have made and are making in furtherance of their shipping interests are well known. The United States well understands how important it is that American commerce shall dispose of better means of transportation in order that the exporters of this country shall cease paying tribute to foreign lines of navigation. The United States being the first industrial nation of the world and having on both seas numerous and excellent ports, it is but natural that it should possess a merchant marine proportionate to the necessities of its trade, and it will. Many advances have been and are being made on this line, but there still remains much to be done. The day will arrive, however, and everything points to its near approach, when the United States flag, floating over United States merchant vessels, shall greet the eyes of the traveler, like that of England to-day, in every port of America.

A large, elegant handwritten signature in cursive script, reading "H. Uzmañ". The signature is written in dark ink and features long, flowing loops and a prominent initial "H".

ARGENTINE REPUBLIC.

SUGAR INDUSTRY OF TUCUMAN IN 1896-97.

Sugar production in the province of Tucuman has followed during the past fiscal year the ascending scale already indicated in previous reports from that province, the crop for 1896-97 having

amounted to 135,606 tons. For the five years preceding, the figures are as follows:

Years.	Tons.
1891-92	45,000
1892-93	40,000
1893-94	55,000
1894-95	74,000
1895-96	103,000

Thirty-four sugar mills were in operation during 1896-97; of these establishments, five, which turned out 23,000 tons, are owned by Frenchmen; two, which produced 8,000 tons, are owned and operated by sons of Frenchmen, citizens of Argentina; and three, whose production in the aggregate amounted to 22,500 tons, are the property of a German company. Besides these, there are: one Spanish plant, producing 9,000 tons; one Swedish and one American, with an output of 1,600 and 2,154 tons respectively. The remaining twenty-one are exclusively of Argentine ownership. With the exception of the three German plants, the American plant, and one other whose machinery came from England, these establishments received all their appointments from France.

For the fiscal year 1897-98 a production of more than 150,000 tons is anticipated. The Argentine market may therefore be considered, from the present, as closed to European sugars, with the exception of small quantities of refined sugar introduced for the use of certain rich consumers.

The above data applies solely to the province of Tucuman. In addition may be given the production of sugar in the neighboring provinces of Salta, Jujuy, The Chaco, and Corrientes, which, according to an official report, amounted in 1895 to 15,000 tons; and in Santa Fé, Formosa, and Santiago the production for the same year reached 9,000 tons.

CEREAL CROP.

The "South American Journal" of March 19 contains the following communication respecting the cereal crop, from Mr. WILLIAM GOODWIN, of the Authorized Grain Inspection of the River Plate, under date of Buenos Ayres, February 14, 1898:

A deficient yield of wheat is reported in many parts of the Argentine Republic, and the total exports from the River Plate are not expected to exceed

5,000,000 quarters, notwithstanding an abundant crop of good quality in Uruguay; but if the severe frost of about 8th November, when the plant was in flower, had been delayed for about one week, there is little doubt that the export surplus would have been nearly doubled, because the injury from the locusts was not of any moment and the drought did harm mostly in the districts where it followed the frosts. The quality will be variable, and recent heavy rains have done considerable injury to many stacks that are not yet threshed.

There is a very poor crop of linseed, and it is doubtful if the export will exceed 100,000 tons, of indifferent quality.

The maize crop promises to be very large, and there is not much fear of injury from locusts during the few weeks remaining before it will be matured.

BRAZIL.

COFFEE INDUSTRY.

Mr. JOHN H. KEOGH, a representative of one of the leading coffee importing houses of the United States, who has resided in Brazil for a number of years and is thoroughly conversant with the coffee interests of Brazil, as well as of other countries, in an interview published in the "Wholesale Grocer" gives the following facts regarding the coffee conditions at present existing in Brazil.

He states that the crop to be marketed from June, 1897, to June, 1898, will be in the neighborhood of 9,500,000 bags; of this 3,500,000 will be shipped from Rio and 6,000,000 from Santos.

The great increase over the production of the previous year is attributed to the yield from the new coffee lands which have just come into bearing in the Santos district (State of São Paulo). The coffee estates tributary to Rio are, many of them, quite old and no longer yield as abundantly as formerly. The methods in vogue in São Paulo for the cultivation and handling of coffee are more modern than those employed in most of the districts adjacent to Rio.

As to the outlook for the coming year, Mr. KEOGH says opinions differ widely, but conservative estimates place it at somewhat less than the crop of 1897-98. The low prices which have prevailed for some months past necessarily diminish the efforts of the planters in the production of a commodity which is barely profit-

able. They have been accustomed to large profits, and the present prices of the staple have had a very discouraging effect.

In the State of São Paulo there are a number of very fine plantations owned by Brazilians, and some extensive ones operated by men of German extraction; but as yet citizens of the United States have not gone largely into coffee raising. The laborers employed on the plantations are chiefly Portuguese and Italians. An effort was made three years ago to introduce Chinese labor, but it had no success. Some three hundred or four hundred Chinamen were brought over and set to work on the plantations, but soon left them to go to the cities. The question of labor adapted to this particular work is one which remains to be solved in Brazil.

As supplemental to, and qualifying the report of Mr. KEOGH, it may be stated that there was a meeting of the "Associação Commercial" held at Santos on the 1st instant, to receive reports from the commissions appointed to estimate the next coffee crop to be marketed at Santos. These commissions, after visiting the coffee-growing districts assigned to them, reported the total estimate of the Santos crop at 4,250,000 bags. By the decision of the meeting these figures were telegraphed to London, Hamburg, Havre, and New York, and it was resolved that similar action be taken every year.

The "Rio News" of February 8, in reference to this matter says:

While we have no wish to question the report of the Santos commission in regard to the next coffee crop, it is well to remember that several of the firms comprising the various committees are planters as well as "commissarios" and exporters. Their report, therefore, may be justly considered to represent the planters' interest, which is invariably that of a minimum or underestimate.

The "American Grocer" of March 9 furnishes the following statistics of the coffee receipts from July 1, 1897, to March 7, 1898, with a comparative statement for the corresponding periods of the two preceding years:

	1898.	1897.	1896.
	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>
Receipts at Rio	3, 378, 000	2, 704, 000	1, 890, 000
Receipts at Santos	5, 215, 000	4, 241, 000	2, 676, 000

COLOMBIA.

COMPLETION OF LA BOCA DOCK.

In a communication dated February 3, 1898, Mr. MURPHY, United States consular clerk at Colon, advises the Department of State of the completion of La Boca Dock, the Pacific terminus of the Panama Canal. The construction of this work was deemed necessary to overcome the difficulties occasioned by the great tide fluctuations at the port of Panama, which exceed 25 feet, leaving the bottom of the sea exposed for a mile or more, from shore at lowest ebb tide.

Mr. MURPHY states that the opinion is generally expressed that this work will prove a complete success, admitting vessels of the largest size to receive and discharge their cargoes on the dock, instead of, as formerly, lightering to and from the open roadstead.

In a report presented by M. BONARDEL, president of the council of administration, to the shareholders of the New Panama Canal Company, at a meeting held in Paris, on December 28, 1897, it is stated that the completion of the port and dock of La Boca was one of the principal features of the work undertaken by the company during the past year, and that its main object is to enable the Panama Railroad Company to handle all merchandise with greater rapidity and at less expense than heretofore, in order that it may compete advantageously with various American transcontinental railroads, and with sea transportation via the Strait of Magellan.

About fourteen miles of the canal from the Colon end have been completed, and six miles from the Panama end, but the heaviest and most difficult part of the undertaking is yet to be accomplished—that of crossing the Culebra Range, and overcoming the freshets of the Chagres River.

CONSTRUCTION OF RAILWAYS.

The British Chargé d'Affaires at Bogota has notified the Foreign Office that the Government of Colombia has entered into a contract with Mr. FRANCISCO J. CISNEROS for the extension of the Bolivar Railway. By the terms of the contract, Mr. CISNEROS is

authorized to construct and put into working order a railway from Barranquilla, or any point on the line of the road between Barranquilla and Puerto Colombia, to Sabanalarga or Usiacuri.

The gauge of the line shall be 3 feet $3\frac{1}{3}$ inches; minimum weight of the rails, 35 pounds per yard. The work in all respects, is to be constructed with a view to permanency, with sufficient stations, warehouses, and other appurtenances.

A contract has also been made with Mr. ALBERTO J. ROCA for the construction of a railway from Ocana to a point on the Magdalena River. The line shall be narrow gauge, with gradients not exceeding 3 per cent and curves with a radius not less than 328 feet. The contractor, in constructing and operating the road, is required to meet all the needs of traffic.

COSTA RICA.

THE ABANGARES MINING SYNDICATE (LIMITED).

On February 23 of the current year, the Congress of Costa Rica approved the contract entered into between the Ministry of the Treasury, and the English company known as the Abangares Mining Syndicate (Limited). This corporation binds itself to exploit the Abangares mining region in the province of Guanacaste. The company is exempted for fifty years from the payment of all national imposts that may hereafter be established, except as provided elsewhere in the contract. It shall also be exempted, for the same period, from the payment of import duties on the machinery and other articles it may introduce for its works. Should the company make use of its own wharves for the importation of the articles free of duty, no wharfage will be charged; but should it utilize the Government piers, it will have to pay these dues. It is understood that the exemption from duties and other charges relates solely to articles introduced by the company with the exclusive object of exploiting and preserving the mineral lodes. The company is to pay an annual tax of 1 per cent on the gross output of the mines for the first twenty-five years of the life of the contract, and of 2 per cent annually during the succeeding twenty-five years. With respect to municipal taxes, the company must pay those of a general character now

or hereafter to be imposed. The company is given the right to construct the wharves, tramways, and railroads, and to erect the telegraph and telephone lines it may deem necessary for the service of the enterprise.

The company is bound to give free transportation over its railroad and tramway lines to public officers, as well as to national war material; to furnish the free use of its wharves for Government purposes; to transmit without charge official dispatches over its telegraph and telephone lines, and to invest not less than £50,000 in its enterprise in Costa Rica. The company is empowered to transfer to one or more persons or companies the rights granted by the contract; but it can not transfer the same to foreign Governments or admit them as partners. The term of the contract is fifty years, reckoned from the date of its approval by the Congress. The contract shall lapse in case the company fails to begin work within the six months succeeding the approval of the same; should work, after its commencement, be suspended for three consecutive years; or should the company fail to pay the percentage tax mentioned above.

As a guaranty that the work will be begun within the stipulated time, the company has deposited \$10,000 (Costa Rican money) in the public treasury, which amount will escheat to the Government should the work not be commenced within the time mentioned.

ECUADOR.

RUBBER CULTURE.

Consul-General PERRY DELEON sends to the Department of State from Guayaquil, under date of February 26, a report in regard to rubber culture in Ecuador, from which the following is summarized:

The cultivation of the rubber tree in Ecuador is a new industry; hitherto the rubber has been extracted from trees growing wild in the forests, but the reckless manner in which this has been carried on has practically destroyed the forests and the source of supply. In remote regions there are still large forests, which, owing to their inaccessibility and want of means of transportation, are as yet

untouched. An effort is being made to obtain from the Government an eight year concession for the exploitation of rubber and quinine in the Province of Tungurahua, covering an area of from 8 to 10 square leagues. The chief products of the republic are cocoa and coffee, but it is hoped that the interest which is being developed in the rubber industry will at some time make this of as much importance.

Consul-General DeLeon states that Ecuador produces every known species of rubber tree in great abundance, the best qualities being found in the more temperate regions of the tropics. The tree yields the greatest quantity of gum at a temperature of about 64° Fahrenheit. Below 64° the gum quickly solidifies, closing the incision and stopping the flow. Ecuador has immense tracts of land suitable for the cultivation of rubber which can be had for a mere song. The consul-general, in his report, says:

I am satisfied that President ALFARO will warmly welcome American capital and settlers. The latter should have sufficient means to support themselves until the trees reach maturity. Living in this country is very cheap, nearly everything growing spontaneously; food is inexpensive, and but little clothing is necessary. Should the projected railroad to Quito become a reality, immense tracts of rubber forests will be rendered available for exploitation which at present are too remote to be utilized.

GUATEMALA.

TRADE-MARK AND PATENT LAWS.

Below are published the principal Articles of the new trade-mark and patent laws, promulgated in Guatemala on November 23 and December 17, 1897, respectively:

TRADE-MARK LAW.

ART. 1. Trade-marks are the denomination of articles or names of persons having a distinctive form; emblems, monograms, engravings, or fruits, seals, vignettes and reliefs, specially designed letters and numbers, cases or wrappings of articles, and any other feature by which it is desired to distinguish the products of a manufactory or articles of trade.

ART. 2. The mark may be placed on the covers or wrappings, or on the articles themselves.

ART. 3. The following shall not be deemed trade-marks:

1. Letters, words, names, or distinctive designs the Government may or should use.

2. The form given the products of the manufacturer.
3. The color of the products.
4. Terms or phrases that may have come into general use.
5. Designations usually employed to indicate the nature of products or the class to which they belong.
6. Immoral pictures or words.

ART. 4. The absolute ownership of a mark, as well as the right to object to the use of any other mark that may, directly or indirectly, produce confusion between products, rests in the manufacturer or merchant who has complied with the requirements of this law.

ART. 5. The exclusive ownership of a mark shall only be acquired in connection with industries of the same class.

ART. 6. The use of a mark is optional. Nevertheless it may be made obligatory should the necessities of the public service so require.

ART. 7. The title to a mark is inheritable, and may be alienated by contract or by will.

ART. 8. The assignment or sale of an establishment carries with it that of the mark unless otherwise stipulated, and the grantee has the right to make use of its distinctive mark, even though it be merely a name, in like manner as the grantor, without limitations other than those expressly imposed in the assignment or conveyance.

ART. 9. The assignment of a mark must be recorded in the Trade-Mark Office in order to acquire the rights conferred by this law on registered trade-marks.

ART. 10. Only such marks will be considered as registered and carry the property rights hereby conferred as shall have received a registration certificate from the Trade-Mark Office.

ART. 11. The protection accorded a person engaged in manufacture, trade, or industry with respect to the exclusive use of the mark is limited to ten years, which may be extended indefinitely for other like periods by reregistration and payment on each renewal of the fees established in article 22.

ART. 12. Private persons may adopt, for the lawful products of their manufactures of business, the proper names and distinctive devices they may deem appropriate, excepting only:

1. The coat of arms of the Republic or of any nation, unless the authority of the Government thereof is shown.
2. The portrait of any person other than the manufacturer, merchant, or tradesman without his previous consent; and,
3. Distinctive devices that may create confusion with other registered marks.

ART. 13. All persons desiring to obtain the title to a trade-mark must apply for the same to the department of state for promotion.

ART. 14. Applications for trade-marks must be written on 25-cent stamped paper and must be accompanied by:

1. Two copies of the mark or distinctive design it is desired to use.
2. A description in duplicate of the mark or design, in the case of figures or emblems, stating the class of articles for which intended, and whether they are to be applied to the products of a manufactory or articles of trade.

3. A receipt showing the payment into the national treasury of the fee established by Article 22, which fee will be returned in case the registration of the mark is denied, and

4. A power of attorney in due form, in case the applicant does not appear in person.

ART. 15. Should the mark contain any countersign, and should the persons interested desire to make any reservation with respect thereto, they may place the statement in a closed envelope, sealed with a wax seal, which shall only be opened by the jurisdictional judge in case of litigation or criminal prosecution.

ART. 16. The Assistant Secretary of the Department shall note at the foot of the applications the date and hour of receipt, signing, and sealing the same, and the interested party shall be entitled to a receipt for the application stating the hour of filing the latter.

ART. 17. Priority of registration shall be determined by the day and hour of filing the application.

ART. 18. Applications for trade-marks shall be ordered published for one month in the "Diario Oficial," after which they will be sent to the Trade-Mark Office for report. Should no protest be filed, and the application be favorably acted on, an Executive decree will issue ordering their registration. To this end the original record and sample shall be sent to the Trade-Mark Office in order that it be duly recorded, the number, folio, and liber be noted on the record, and it will be filed as evidence of compliance therewith. The registration certificate, with one copy of the registered mark attached, shall serve as the proprietary title to the said mark.

ART. 19. In case of protest or adverse report on the application for registration of a mark, the matter will be heard by the Secretary, who will determine the final action to be taken, unless there are preliminaries to be settled.

ART. 20. All disputes between private persons touching the right to use a mark, counterfeit or imitation thereof, are exclusively within the jurisdiction of the court.

* * * * *

ART. 22. For the registration and certificate of a mark, whatever its origin, a fee of thirty pesos will be charged.

For the registration and certificate of assignment, fifteen pesos will be charged.

For transcripts of certificates subsequently requested, five pesos will be charged, over and above the value of the stamped paper upon which it is spread.

These fees will be paid into the National Treasury.

* * * * *

ART. 24. Manufacturing enterprises with whom the Republic has existing treaties upon the subject shall register their marks by the owners presenting themselves either in person or through legally empowered attorney and filing proof of the registration of such mark abroad. Each document must be translated, if necessary, and in all cases legalized.

ART. 25. Whoever has registered his marks has full rights thereto until the courts order otherwise. Consequently, permission to use the same may be granted or conferred by advertising the fact in the "Diario Oficial" the assignment or conveyance.

Persons having heretofore failed to fulfill these requirements must take care to do so in order to preserve their rights.

ART. 26. The name of a merchant and that of a firm and the distinctive mark or device of a house dealing in a special class of articles constitute industrial property under the provisions of this law.

ART. 27. Should a merchant wish to engage in an industrial pursuit already carried on by another under the same name or distinctive device, he must adopt a modification which shall make such name or device clearly distinguishable from that used by the person or firm first engaged in the business.

ART. 28. Joint stock companies have the right to their name the same as an individual, and are subject to like rights and obligations.

ART. 29. The right to the exclusive use of a name as industrial property ceases with the retirement from business of the house bearing the same.

ART. 30. Registration of the name in order to exercise the rights granted hereby is unnecessary, save when it forms a part of the trade-mark.

ART. 31. Registration of marks is understood as attaching no responsibility whatever to the Government; but persons believing themselves injured by third parties are entitled to resort to the courts for the prosecution of the proper civil or criminal actions.

ART. 32. The following shall be punished by imprisonment from six months to one year, commutable in whole or in part, pursuant to Article 46 of the Penal Code—that is to say:

1. All persons counterfeiting or in any way altering a trade-mark;
2. All persons placing a trade-mark other than their own upon their products or commodities;
3. All persons knowingly selling, exposing for sale, lending themselves to the sale or circulation of articles bearing a counterfeit or fraudulently applied trade-mark;
4. All persons knowingly exposing for sale, or lending themselves to the sale of, counterfeit trade-marks, and those selling genuine trade-marks when ignorant of their owner;
5. All persons who with fraudulent intent place or cause to be placed upon an article of trade a false announcement, or any other statement regarding the registration of the trade-mark, or the nature, quality, number, weight, or dimensions, or relating to the place or country where the same was manufactured or issued, and
6. All persons knowingly selling, exposing for sale, or lending themselves to the sale of commodities bearing any of the false announcements or statements mentioned in the foregoing clause.

ART. 33. In order to constitute an offense it is not necessary that the counterfeiting shall embrace all the articles which ought to bear the mark; applying to one article will suffice.

ART. 34. A simple attempt to commit the offense does not incur responsibility, civil or criminal, but shall entail the destruction of the tools intended to be exclusively used in the counterfeiting.

ART. 35. All persons selling, or exposing for sale, commodities bearing appro-

priated or counterfeit trade-marks are bound to give the merchant or manufacturer owning the same full notice in writing respecting the name and address of the person who shall have sold them or obtained for them the commodity, as well as regarding the time when such sale began, and in case of refusal they may be legally compelled to disclose the information under penalty of being held as accomplices of the offender.

ART. 36. Merchandise with a counterfeit trade-mark found in the possession of the counterfeiter or his agents shall be seized and sold, and the proceeds thereof, after deducting the costs and indemnities herein provided, shall be adjudicated to the treasuries of the charitable institutions of the locality.

ART. 37. Counterfeit trade-marks and the tools employed especially in the counterfeiting, found in the possession of the counterfeiter or his agents, shall be destroyed.

ART. 38. Criminal prosecution shall not be instituted on motion of the Government and attachés, only to the aggrieved parties; but once instituted, the prosecution may be continued on motion of the District Attorney of the Department. The complainant may withdraw his action up to the time of judgment.

ART. 39. All persons aggrieved through violations of the provisions of this law may bring action for damages against the author of the fraud and his confederates. Judgments against the defendants shall be published at the cost of the plaintiff.

ART. 40. No civil or criminal action shall be brought after the expiration of three years from the commission or repetition of the offense, or after the expiration of one year from the day upon which the owner of the trade-mark had notice of the fact for the first time. Acts interruptive of the limitation are such as are determined by civil law.

ART. 41. The provisions of this law are applicable to all persons making use of the name of a merchant or firm, of the design or name of a business house, industrial establishment, or factory, without due legal authority.

ART. 42. All persons engaged in industry, trade, or manufacture who, upon the promulgation of this law, shall possess a trade-mark registered in the Republic shall only secure the exclusive right to the use thereof pursuant to this law by complying with its terms. They are granted for this purpose a period of six months, reckoned from the date of promulgation.

ART. 43. Should several persons engaged in industry, trade, or manufacture, prior to the promulgation of this law, have made use of one and the same trade-mark, the right to the exclusive use thereof shall rest henceforth in the person who shall prove to have made the first legitimate use of the same.

Should none of the applicants furnish evidence of priority of said use, the ownership of the trade-mark shall be granted to the person conducting business on the largest scale.

ART. 44. Failure to register a trade-mark within the time provided in Article 42, will preclude any person from asserting the use made thereof before the passage of this law in order to claim the right of priority.

ART. 45. In order that foreign trade-marks may enjoy the benefits of this law

they must be registered in accordance with the treaties relating thereto. The owners thereof, or their duly authorized agents, are the only persons who may apply for registration.

NEW PATENT LAW.

* * * * * * *

ART. 2. Every Guatemalan or alien residing in the Republic who invents any machine, instrument, or mechanical apparatus, any manufacture of whatever kind, or process of useful application to the sciences or arts, may obtain from the Government a patent securing to him the property right in and to his invention for a term of from five to fifteen years.

Whoever shall improve a patented discovery or invention is entitled to apply for an additional patent, which will not be granted for a period longer than the unexpired term of the life of the original patent.

ART. 3. New discoveries or inventions shall be held to be: New industrial products, new methods, and new applications of known methods for the attainment of a result or of an industrial product, either through a wholly original process or through the perfecting of a process already known.

ART. 4. Patents will not be issued for discoveries or inventions known in the country or abroad as the whole or part of a process already in use.

ART. 5. The issuance of letters patent entails a fee of 30 pesos per annum during the life of the patent, payable into the public treasury.

ART. 6. The said annual payments will be made into the national treasury as follows: The first upon the issuance of the letters patent, and the subsequent payments during the first ten days of January, under pain of cancellation by the issuing office.

ART. 7. Patents will not issue when the invention or improvement is adverse to rights previously acquired by third parties, or contrary to safety, public health, or morals.

ART. 8. Patents expire:

1. When issued to the prejudice of the rights of third parties after decree or judgment of a competent court.
2. For failure to carry into execution for one year the industry or enterprise for which the patent was granted.
3. For abandoning the enterprise or industry for one year after its establishment.
4. When the products made are inferior to the samples presented by reason of adulteration.

The cancellation shall be declared by the competent court on motion of any private person or the treasury department.

ART. 9. Any person perfecting the patented invention of another shall not make use of the original without agreement with the inventor, nor shall the latter make use of the improvement patented by the former without his authority.

ART. 10. The patent is understood to apply only to the process, and not to the products obtainable through a different system of elaboration.

ART. 11. Upon the expiration of the term for which the patent is issued,

the descriptions of the author or inventor will be published; copies thereof may be made, and manufacturing through the process patented shall be free.

ART. 12. Every Guatemalan or alien who has resided one year in the country who shall invent or perfect any machine, instrument, apparatus, manufacture industrial method or process may receive from the Executive the respective patent. Inventions made abroad may be patented in this Republic only when a new industry may thereby be established in the country, owing to the process of manufacture being secret, and in all cases when there exist international treaties or conventions so proving.

ART. 13. The Government upon granting a patent leaves unimpaired the right of third parties to adduce in court any better right they may have under the law.

ART. 14. Applications for patents must be filed in the Department of Promotion on paper bearing a 25-cent stamp on each sheet. The Assistant Secretary must at once note at the bottom of the application the hour and day of filing, giving the applicant a receipt should he request the same.

ART. 15. Applications must be accompanied by samples, drawings, or models, as the case may be, and by a sworn statement made and signed before a notary, containing a clear description of the invention and the averment that it was previously unknown. The application must also be accompanied by a voucher showing the payment of the fees referred to in Article 5.

* * * * *

ART. 22. Every person having obtained letters patent for an invention or improvement may assign his rights under any conditions he may deem best, provided the person bound to the payment of the annual fee is designated, the assignment is by deed duly recorded in the register of patents, and that announcement be made in the official newspaper.

ART. 23. The assignment must state whether the right to manufacture only is granted or whether an absolute title is conveyed, and whether it is limited to a certain locality or to the whole Republic.

ART. 24. The following shall be punished by imprisonment for from six months to one year, commutable in whole or in part, according to Article 46 of the Fiscal Code.

1. All persons counterfeiting patented machines, apparatus, or pieces thereof.
2. All persons who knowingly deal in such counterfeit articles.
3. All persons counterfeiting patented products or manufactures.
4. All persons knowingly dealing in any such articles.
5. All persons who shall have made a false statement against the tenor of Article 15.
6. All persons who shall make an article appear patented when it is not legally registered.

ART. 25. All persons selling articles which are counterfeits of those patented are bound to give the patentee notice of the name of the author or seller thereof and of the time when they were delivered to them; and they will be considered as accomplices in case they do not give a satisfactory explanation of their actions.

ART. 26. Aside from the penalty imposed by article 24, the counterfeit articles will be confiscated and the seller will be liable in damages.

ART. 27. No civil or criminal action will be instituted when the articles of legitimate origin do not show any indication of having been patented and do not bear a patent number, provided it is possible to show it. Nor can such actions be prosecuted after the expiration of three years from the commission or repetition of the offense or after one year reckoned from the day upon which the patentee had knowledge of the fact for the first time. Acts interruptive of the limitation are determined by the civil law.

ART. 28. Workmen who divulge the secrets of the manufactories where they are employed, with reference to patented processes, are accomplices in the offenses enumerated.

HONDURAS.

RESOURCES OF THE COUNTRY.

The following article, treating of the resources of Honduras, is taken from a communication written by Dr. GEORGE BEN JOHNSTON, who spent much time in studying the conditions of the country, and addressed to Señor E. C. FIALLOS, formerly Secretary of the Legation of Honduras in the United States:

The past proves by records the richness of the mines (gold and silver). The eagerness with which mining claims are sought and developed by sagacious and experienced North American miners, and the results they have obtained by advanced methods, substantiate your statement "that the principal wealth of Honduras lies under the ground." The number of argentiferous and auriferous deposits and their richness, coupled with the liberality of your mining laws, offer to the prospector all that he could wish.

Your forests are a source of even as great wealth as your mines and more available, requiring less skill and capital to make them yield a profit. The cabinet woods abound, and are of a quality not to be surpassed by any. Notably among these are the rosewood, mahogany, ebony, and ronron. The accessibility of these trees to navigable waters, their gigantic size, and uncommon fineness of texture render them peculiarly valuable.

Nowhere have I seen such a variety of medicinal herbs; growing unplucked are many which command high prices and ready sale in our markets and those of Europe. With little training the inhabitants could gather and prepare thousands of dollars' worth of roots and leaves, from the sale of which handsome sums could be realized. That singular and interesting orchid the vanilla bean, is almost everywhere found, and with care in its cultivation and preparation could be made to rival its Mexican neighbor. Allspice grows profusely in Olancho and is not utilized. The yucca, from which an excellent starch can be extracted by simple and inexpensive processes, flourishes on every hillside.

Journeying through Honduras one is never out of sight of a fiber plant. Perhaps the most important are the mescal and pita. A very superior quality of cordage, bagging, and coarser fabrics can be made from them by very simple methods. The fineness, strength, and gloss of the pita fiber render it capable of higher development. From it a fabric as strong as linen and as soft and brilliant as silk could be woven. It would also furnish a stock that would make paper equal in toughness and durability to parchment.

Peanuts could be cultivated very advantageously, and would yield, as they have done with us in Virginia, handsome returns. The tobacco of Honduras is already well known in the States and abroad. The output, however, is so insignificant, as compared with what it should be, that it has not attracted the attention it deserves. It has soil and climate that will produce all grades of tobacco, from our heavy Western to the delicate and fragrant leaf of Cuba. I have seen in the villages of Honduras cigars made from native tobacco and sold at 2 cents apiece that would rival the best cigars exhibited for sale in our shops. Tobacco should be one of your most important products, for your soil produces it with scarcely no work, and your climate facilitates curing it.

Sugar cane and cotton are perennial, and with trifling labor could be made most important crops. The large size and succulence of the cane stalk are very striking. The fineness of the cotton fiber is equally so. These crops could be cultivated and reduced to a marketable shape in Honduras at a far less cost than in Louisiana or Texas, where they are a source of great revenue.

The character of the climate practically does away with the "seasons" in the cultivation of the soil when irrigation is brought to assist. Hence the raising of fruits and vegetables for canning and preserving could be reduced to a degree of certainty with a minimum expenditure of labor. Neither France nor California will produce finer grapes. Peaches, figs, dates, and olives can be cultivated everywhere, and would thrive as the wild "guayaba," from which a delicious jelly is made.

Your horses and mules are somewhat under size. This defect comes from breeding "in and in." The introduction of some new blood would remedy this and bring up the standard to quite a degree of perfection; for notwithstanding the smallness of the horse he is very strong and spirited, and capable of great feats of endurance, thus exhibiting qualities admirable to build on. Your cattle, too, suffer from the same cause. These, however, are of a better grade than the average western cattle, and far more beautiful in form. The vast expanse of splendid grass lands over which I have traveled and upon which I saw no herds depressed me. The valleys with their perpetual verdure, wide-spreading trees and crystal streams should have been studded with herds of fat cattle, and the hillsides with flocks of sheep and long-haired goats. The abundance and fine quality of native grasses, and the number and ample size of the streams of sweet, pure water render the country remarkably well suited to grazing purposes.

A mistaken idea concerning the healthfulness of all of the Central American countries exists among a large class of my countrymen. Where the climate is so uniform (never excessively hot), where the drainage is so perfect, and where

pure water is so abundant, disease can not prevail. Nowhere have I seen healthier people.

Your Government is now so stable, so free from internal strife that formerly harassed it, that life and property find such protection as our own affords, and this adds to the inducements the natural resources of the country offer.

MEXICO.

JAPANESE COLONY.

From "El Progreso de Mexico," it is learned that Mr. KOBAYASHI and Mr. H. KAWAMURA, of Tokio, arrived at San Francisco on the steamer *Gaelic* February 23 last, en route for Mexico, for the purpose of making arrangements, on a large scale, for Japanese colonization in that country. In the course of an interview Mr. KOBAYASHI stated that all preparations have been made for the establishment of a Japanese colony on an extensive strip of territory adjacent to the port of San Benito, and contiguous to the Guatemalan frontier. This land, 100,000 acres in extent, was purchased by Count ENOMOTO, ex-Minister of Agriculture of Japan, in connection with a wealthy landed proprietor of that country, pursuant to a treaty between the Mexican and Japanese Governments, ratified last year. The promoters of the scheme rely upon the aid of the Japanese Government.

The object of the two visitors is to inspect the land and distribute it among the colonists, which will be done at the earliest possible moment. They state that the entire area will be devoted to coffee raising. It is also purposed to establish a line of steamers between the cities of San Francisco and Acapulco, to connect with the Japanese line crossing the Pacific.

EXPORTATION OF CATTLE.

The statement is made in the "National Provisioner," published in Chicago and New York, in its issue of March 26, that the cattle supply of Mexico is almost wholly exhausted. This state of affairs is attributable to the unusual demand for Mexican beef which began about two years ago. The cattle used were drawn from the States of Chihuahua and Sonora at the rate of from 5,000 to 6,000 head per month. In addition, the movement of live stock to the United States in the past twelve months has been

remarkable. This demand still goes on unabated. The result is that the seemingly inexhaustible herds of northern Mexico have been greatly depleted. It is apparent from this that Mexican cattlemen have realized handsomely from their ranches.

CONTRACT WITH MEXICAN TELEGRAPH (CABLE) COMPANY.

On November 15, 1897, the Mexican Government, through the Secretary of Communication and Public Works, made a contract, which was subsequently ratified by Congress, with the Mexican Telegraph (Cable) Company whereby the international telegraph service of the Republic shall be done through the lines of that Company in connection with the Western Union Telegraph Company in the United States. By this agreement the Western Union Company is permitted to unite its wires with those of the Federation, either by means of overhead or under ground wires, at Laredo, Tamaulipas, Ciudad Juarez, Chihuahua, and Nogales, or by submarine cable.

By the terms of Article 24, the Mexican Telegraph Company binds itself to pay to the Government of Mexico 15 per cent of the annual profits accruing from the international service of the Republic through the northern frontier or by its cable. The company guarantees that the proceeds of the said 15 per cent shall not be less than \$20,000, gold, per annum during the existence of the contract.

Article 26 says:

From the promulgation of this contract and during its continuance the international telegraph service of the Republic shall only be conducted by the Federal Government, the Mexican Telegraph Company, and the Western Union Telegraph Company, pursuant to the stipulations hereof. * * * The expression "international telegraph service" includes the telephone service and all exchange of messages either direct by actual contact of the lines, or indirectly by exchanging telegrams through messengers or otherwise.

In case of failure to carry out the stipulations contained in the first paragraph of this Article, the Mexican Telegraph Company may suspend payment of the 15 per cent of the profits referred to.

THE DRAINAGE CANAL.

The enormous work of constructing a canal for the drainage of the Valley of Mexico is, with the exception of a few finishing

touches now completed. It is stated that within the next six months this enterprise, which has interested engineers in Mexico since the original undertaking in 1607, will be in practical operation. The contract, which has led to the final accomplishment of the purpose, was signed on December 25, 1889, between the Mexican Government and Messrs. PEARSON & SONS, contractors, of London. In its completed state the entire work, including canal and tunnel, will be 40 miles long and will have cost approximately \$20,000,000.

The Valley of Mexico is an immense basin, containing 2,200 square miles, with a mean altitude above sea level of 7,413 feet. Originally it was an inland salt sea, and the processes of nature, seepage, evaporation, etc., left a series of lakes, which have been a constant source of danger to life and property and a menace to the health of the residents of the City of Mexico and of the villages and hamlets surrounding it.

Señor ROMERO, Mexican Minister to the United States, in an article contributed to the "Engineering Magazine" in 1895, speaking upon this subject, said:

When the existing danger of floods is removed and the sanitary evils are remedied by a proper system of drainage, the increased security that will be enjoyed by life and property will certainly have its effect on the prosperity of the city. Property will rise in value, the population will grow rapidly, not to mention the tide of tourists that will set in from the United States, and this will mean larger revenues for the municipality.

LEASE OF THE TEHUANTEPEC RAILWAY.

A contract has been signed by the Mexican Government and the firm of S. PEARSON & SONS, of London, whereby the Government leases to the above-named firm, for a period of fifty years, dating from April 1, 1898, the Tehuantepec railway, including all its appurtenances. The lease carries with it the contract for making good and safe harbors at both termini of the road, i. e., Coatzacoalcos and Salina Cruz. By the terms of the agreement Messrs. PEARSON & SONS are required to put the road in good operating condition and maintain it so, and at the expiration of the lease hand it over to the Government in a similar condition. The Government guarantees that the net revenues of the line shall amount to 6 per cent on the outlay for betterments. All profits in excess of this amount shall go to the national treasury.

NICARAGUA.

EVAPORATED BANANAS.

Mention was made some time ago, based on information furnished the BUREAU by Mr. M. J. CLANCY, United States consular agent at Bluefields, Nicaragua, that experiment was being made of shipping, in the evaporated form, the waste production of bananas grown in that district, to the markets of the United States and Europe. It was noted that millions of small bunches not suitable for exportation were thrown into the river or allowed to rot upon the ground. In addition to saving the fruit, it was intimated that should the experiment prove successful there would be open to the manufacturers in the United States of implements adapted to this industry a new and very extensive field. As additional information bearing upon the subject, the following letter of Mr. CLANCY, published in the "Bluefields Recorder" of March 5, 1898, is given place in the BULLETIN:

UNITED STATES CONSULAR AGENCY,
Bluefields, Nicaragua, February 28, 1898.

VALENTINE BROS.,

*Purchasing Agents for the Honduras Railroad Company,
New York City, N. Y.*

GENTLEMEN: I am in receipt of your favor of the 17th instant this morning in reference to the industry of evaporated bananas. To begin with, there are in Bluefields banana district millions of stalks of bananas, from seven hands down, that are annually either thrown into the rivers or allowed to rot where they are cut, for want of a market for that size fruit. Should the business of evaporating bananas prove successful, it will be a boon to many a planter along the Escondido River and its tributaries.

The industry is not what might be called even in its incipient stage as yet, for the reason that the evaporating machines in present use are improvised, homemade ones, while the men engaged therein know absolutely nothing about the principle of evaporating fruit. That was my reason for reporting the matter to the Bureau of American Republics, so that it would be given publicity. When men who are conversant with the business of manufacturing machines for evaporating fruits would see the unbounded market for a proper machine, they would design one adapted for this special work. *

On the Samoa Islands the natives dry the bananas in the sun and export what is not used by home consumption, but the market where they are shipped to I can not find out. The director of the National Park or Museum at Copenhagen, Denmark, would give an order for a specific monthly supply could he

find any one that would agree to do so. The banana in this form is used by confectioners as the base in the manufacture of candied fruits, and for animals in public parks it is considered excellent food, as well as for home pets. Germany, Norway, and Sweden, where evaporated bananas have been introduced in a small way, are all good markets. I am informed that the bananas are on the free list in Germany and France, while the import duty in the United States is 2 cents a pound gold. The fruit is sold here at wholesale for 20 cents a pound Nicaraguan currency (8 cents United States currency) and retails at 30 cents a pound Nicaraguan currency. Bear in mind that owing to the fluctuation of the rate of exchange the price can only be estimated in United States money. It is the intention to sell the bananas to dealers f. o. b. at either New Orleans or New York for 10 cents a pound gold in large quantities. The fruit is put up in 5-pound lots at present, in very unattractive wooden boxes. Will send you a box to New York, as well as to Puerto Cortez, Honduras, some time next week.

When the proper appliances for the manufacture or evaporation of large quantities are inaugurated, the bananas would be shipped in barrels either to the United States or Europe, and the wholesale purchaser could put them up in packages suitable to the wants of his customers. As soon as the bananas are thoroughly ripe, they are peeled and put into an oven made from sheet iron and are dried, just as bread is baked in a stove. They remain there from twenty-four to forty-eight hours, with a temperature guessed at, because there are no thermometers to obtain the proper degree of heat, after which they are allowed to cool, and then they are packed in boxes and are ready for market. Six pounds of ripe bananas are required to make one pound of the evaporated fruit.

I might here remark that the longer the bananas are in the oven the more the saccharine matter contained in them is crystallized and appears on the surface of the fruit after desiccation.

From what I can learn, the successful producers of evaporated bananas, put up in a neat and attractive manner, can demand and obtain their own price and have more orders than they can possibly fill. Bluefields is one of the largest banana districts in the world, and as a result has an unlimited supply of fruit that can be used for this purpose.

Experiments are also being made in the manufacture of banana flour. It is claimed for this article that for cakes it excels the best buckwheat and can be used for both bread and biscuit, which for dyspeptics and invalids is highly recommended, and it is said that in the brewing of beer it can take the place of hops. Then again, its cheapness of production and sale is a drawing card. I am satisfied that were you to write either Mr. William Edwards or Mr. Ed. Neuhaus, Rama, Nicaragua, who are practical pioneers in this industry, that they would be more than pleased to answer any inquiry made by you on this line.

Any time I can serve you I will cheerfully do so.

Yours,

M. J. CLANCY,
United States Consular Agent.

TRANSPORTATION ON SAN JUAN RIVER AND LAKE NICARAGUA.

Mr. W. B. SORSBY, United States consul at San Juan del Norte, under date of February 25, advises the Department of State that on account of a disagreement between the Government and the Nicaragua Mail Steam Navigation and Trading Company, and the decision of the arbitrator adversely to the company, all traffic between Granada and San Juan del Norte is for the present suspended.

It appears, from the statement of the arbitrator, Gen. E. P. ALEXANDER, that for a number of weeks, beginning about November 1, 1897, the Government, apprehensive of a political outbreak and civil war, placed a guard of soldiers upon each of the company's boats to prevent its seizure by the revolutionists. In the performance of this duty the soldiers traveled back and forth on the boats, providing their own rations. The contention of the company that these troops be considered as passengers, and that the Government should pay fares for their transportation, was decided adversely to the company by General ALEXANDER, who had been requested by both parties to act as arbitrator in the case.

In consequence of this decision, the Navigation Company suspended all transportation traffic on the Lake and River, and the Government has formally taken possession of all the steamers.

Consul SORSBY says that it is possible that the Government will run the boats on its own account; in which case communication with the interior will be resumed. The steamers, and the contract with the Government belong to Mr. PELLAS, an Italian subject.

SANTO DOMINGO.

The following table shows the exports of the leading productions of the Republic of Santo Domingo for a series of years beginning with 1892, compiled from the latest official sources by the San Domingo Improvement Company:

Articles.	1892.	1893.	1896.	1897.
Sugar.....pounds..	56, 501, 700	68, 833, 400	86, 866, 239	106, 351, 556
Coffee.....do....	1, 105, 500	3, 104, 050	2, 422, 399	3, 784, 095
Cacao.....do....	2, 146, 000	4, 154, 600	4, 308, 823	4, 695, 606
Tobacco.....do....	13, 103, 300	14, 620, 800	6, 332, 208	6, 632, 541
Honey.....gallons..	83, 922	103, 473	38, 562	54, 894
Wax.....pounds..	1, 543	2, 375	292, 828	379, 140
Goat skins.....do....	7, 670	10, 207	58, 124	70, 122
Hides.....do....	11, 708	27, 729	13, 490	27, 671
Horns.....do....	.....	800	928	4, 010
Logwood.....pounds..	38, 413, 760	41, 657, 280	23, 070, 000	5, 715, 040
Mora.....do....	15, 685	3, 012, 800	389, 000	736, 720
Bera.....do....	293, 440	40, 320	1, 460, 480	9, 922, 415
Dividivi.....do....	26, 880	789, 600	1, 304, 929	1, 768, 470
Mahogany logs.....feet..	859, 482	104, 651	232, 498	328, 813
Mahogany forks.....do....	96, 916	1, 042, 945	62, 725	32, 316
Espinillo.....do....	155, 359	121, 740	90, 892	296, 241
Cedar.....do....	12, 000	315	58, 160	52, 243
Abey.....do....	.....	3, 625	2, 740	3, 920
Yaya.....do....	471, 188	622, 127	12, 000	8, 500
Guayacan.....pounds..	5, 642, 560	6, 493, 760	1, 208, 000	1, 721, 692
Old copper.....do....	17, 060	2, 095	4, 029	1, 400
Kola nuts.....do....	.....	.....	400	.....
Turtle shell.....pounds..	424	426	257	329
Resin.....do....	.....	4, 350	7, 944	3, 466
Rum.....gallons..	45, 542	43, 433	2, 160	200
Bananas.....bunches..	.....	400	88, 153	305, 662
Mexican dollars.....do....	.....	.....	180, 160	492, 997
American gold.....do....	.....	.....	.....	480
Molasses.....gallons..	316, 096	8, 470	1, 777, 119	1, 847, 417

UNITED STATES.

TRADE WITH LATIN AMERICA.

STATEMENT OF IMPORTS AND EXPORTS.

Following is the latest statement, from figures compiled by the Bureau of Statistics, United States Treasury Department, WORTHINGTON C. FORD, chief, showing the value of the trade between the United States and the Latin-American countries. The report is for the month of January, 1898, corrected to March, 1898, with a comparative statement for the corresponding month of the

previous year; also for the seven months ending January 31, 1898, compared with the corresponding period of the fiscal year 1897. It should be explained that the figures from the various custom-houses showing imports and exports for any one month are not received at the Treasury Department until about the 20th of the following month, and some time is necessarily consumed in compilation and printing, so that the returns for January, for example, are not published until March.

IMPORTS OF MERCHANDISE BY THE UNITED STATES.

Articles and countries.	January—		Seven months ending January—	
	1897.	1898.	1897.	1898.
Chemicals:				
Logwood (<i>Palo campeche</i> ; <i>Pau campeche</i> ; <i>Campêche</i>)—				
Mexico	\$1, 210	.....	\$8, 525	\$20, 130
Coal, bituminous (<i>Carbón bituminoso</i> ; <i>Carvão betuminoso</i> ; <i>Charbon de terre bitumineux</i>):				
Mexico	18, 714	\$15, 371	111, 802	113, 585
Cocoa (<i>Cacao</i> ; <i>Coco ou Cacão cru</i> ; <i>Cãcao</i>):				
Central America .....	.....	.....	4, 224	.....
Brazil	56, 162	16, 245	247, 600	100, 081
Other South America	47, 591	87, 253	583, 413	607, 861
Coffee (<i>Café</i> ; <i>Café</i> ; <i>Café</i>):				
Central America	476, 195	177, 299	1, 037, 281	1, 121, 197
Mexico	399, 318	378, 455	929, 506	1, 439, 002
Brazil	4, 629, 586	4, 138, 441	32, 259, 273	26, 352, 977
Other South America	742, 168	471, 101	6, 517, 767	5, 286, 250
Cotton, unmanufactured (<i>Algodón en rama</i> ; <i>Algodão em rama</i> ; <i>Coton, non manufacturé</i>):				
South America	18, 270	21, 533	55, 114	37, 946
Fibers:				
Sisal grass (<i>Henquén</i> ; <i>Heniquen</i> ; <i>Hennequen</i>)—				
Mexico	387, 955	306, 230	2, 098, 361	2, 317, 603
Fruits:				
Bananas (<i>Plátanos</i> ; <i>Bananas</i> ; <i>Bananas</i>)—				
Central America	71, 670	64, 589	700, 759	751, 720
South America	27, 771	36, 545	298, 795	298, 459
Oranges (<i>Naranjas</i> ; <i>Laranjas</i> ; <i>Oranges</i>)—				
Mexico	9, 457	234	250, 901	134, 198

IMPORTS OF MERCHANDISE BY THE UNITED STATES—Continued.

Articles and countries.	January—		Seven months ending January—	
	1897.	1898.	1897.	1898.
Furskins(<i>Pieles finas; Pelles; Fourrures</i>):				
South America	\$3, 391	\$1, 154	\$16, 066	\$31, 973
Hides and skins (<i>Cueros y pieles; Couros e pelles; Cuir et peaux</i>):				
Central America.....	20, 793	13, 748	149, 341	114, 484
Mexico	184, 070	264, 424	772, 305	934, 171
South America	776, 167	823, 423	4, 093, 916	4, 874, 792
India rubber, crude (<i>Goma elástica cruda; Borracha crúa; Caoutchouc, brut</i>):				
Central America.....	61, 791	73, 263	273, 755	253, 484
Mexico	2, 802	3, 701	16, 273	17, 623
Brazil.....	803, 982	1, 696, 029	5, 664, 073	8, 826, 546
Other South America.....	28, 645	58, 342	302, 933	377, 887
Lead, in pigs, bars, etc. (<i>Plomo en galapagos, barras, etc.; Chumbo em linguados, barras, etc.; Plombs, en saumons, en barres, etc.</i>):				
Mexico	162, 972	168, 587	835, 316	975, 035
Sugar, not above No. 16 Dutch standard (<i>Azúcar, no superior al No. 16 de la escala holandesa; Assucar não superior ao No. 16 de padrão holandez; Sucre, pas au-dessus du type hollandais No. 16</i>):				
Mexico	1, 389	3, 135	10, 749	7, 076
Brazil	668, 554	441, 443	965, 904	456, 517
Other South America	738, 344	851, 011	3, 102, 028	2, 151, 278
Tobacco, leaf (<i>Tabaco en rama; Tabaco em folha; Tabac en feuilles</i>):				
Mexico	52, 620	9, 809	179, 879	188, 079
Wood, mahogany (<i>Madera, caoba; Mogno; Acajou</i>):				
Central America.....	6, 174	16, 782	74, 109	104, 168
Mexico	26, 799	12, 308	174, 632	206, 215
South America	1, 632	579	15, 426	38, 879
Wool (<i>Lana; Lã; Laine</i>):				
South America—				
Class 1 (clothing).....	531, 728	102, 831	611, 069	423, 144
Class 2 (combing)				9, 391
Class 3 (carpet).....	45, 431	43, 743	328, 761	217, 843

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	January—		Seven months ending January—	
	1897.	1898.	1897.	1898.
Agricultural implements (<i>Instrumentos de agricultura; Instrumentos de agricultura; Machines agricoles</i>):				
Central America.....	\$710	\$208	\$22, 912	\$13, 637
Mexico.....	1, 776	19, 333	61, 535	67, 462
Santo Domingo.....	22	12	635	825
Argentina.....	17, 911	52, 273	296, 237	263, 561
Brazil.....	1, 475	1, 884	13, 548	12, 642
Colombia.....	194	91	2, 146	1, 844
Other South America.....	8, 489	13, 343	108, 685	119, 580
Animals:				
Cattle (<i>Ganado vacuno; Cado; Be-tail</i>)—				
Central America.....	1, 060	950	8, 650	7, 018
Mexico.....	.....	11, 261	15, 171	34, 100
South America.....	831	.....	2, 737	2, 500
Hogs (<i>Cerdos; Porcos; Cochons</i>)—				
Mexico.....	25, 551	1, 159	220, 927	41, 098
Horses (<i>Caballos; Cavallos; Che-vaux</i>)—				
Central America.....	2, 340	2, 000	32, 712	7, 600
Mexico.....	7, 192	15, 500	49, 602	39, 604
South America.....	900	800	10, 455	4, 650
Sheep (<i>Carneros; Carneiros; Mou-tons</i>)—				
Mexico.....	852	2, 235	10, 387	8, 168
South America.....	650	854	5, 243	7, 210
Books, maps, engravings, etc. (<i>Li-bros, mapas, grabados, etc.; Livros, mappas, gravuras, etc.; Livres, cartes de géographie, gravures, etc.</i>):				
Central America.....	2, 398	4, 908	47, 956	31, 164
Mexico.....	20, 067	9, 924	127, 359	85, 189
Santo Domingo.....	208	106	975	394
Argentina.....	1, 047	1, 649	9, 931	14, 461
Brazil.....	2, 644	6, 853	34, 924	133, 048
Colombia.....	8, 796	1, 265	60, 826	14, 315
Other South America.....	8, 309	3, 808	32, 758	23, 276
Breadstuffs:				
Corn (<i>Maiz; Milho; Maïs</i>)—				
Central America.....	3, 235	5, 731	17, 535	38, 513
Mexico.....	87, 343	577	2, 366, 949	38, 358
Santo Domingo.....	61	20	111	114
South America.....	1, 617	2, 200	7, 809	31, 328
Wheat (<i>Trigo; Trigo; Blé</i>)—				
Central America.....	6, 239	2, 145	51, 956	24, 669
South America.....	251	78	152, 391	1, 319, 618

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	January—		Seven months ending January—	
	1897.	1898.	1897.	1898.
Breadstuffs—Continued.				
Wheat flour (<i>Harina de trigo; Farinha de trigo; Farine de blé</i>)—				
Central America.....	\$94, 625	\$100, 580	\$632, 301	\$599, 467
Mexico.....	9, 923	2, 690	56, 938	39, 786
Santo Domingo.....	17, 728	15, 201	88, 972	94, 902
Brazil.....	325, 506	328, 142	1, 859, 703	2, 148, 346
Colombia.....	30, 578	24, 721	356, 551	357, 600
Other South America.....	103, 949	144, 463	861, 174	1, 030, 337
Carriages, cars, etc., and parts of (<i>Carruages, carros y sus accesorios; Carruagons, carros, e partes de carros; Voitures, wagons et leurs parties</i>):				
Central America.....	13, 360	1, 024	90, 996	23, 077
Mexico.....	27, 124	16, 144	240, 349	430, 633
Santo Domingo.....	2, 298	6, 968	11, 760	21, 156
Argentina.....	23, 890	27, 081	99, 137	96, 534
Brazil.....	35, 424	93, 206	60, 412	137, 429
Colombia.....	11, 738	1, 405	38, 362	18, 507
Other South America.....	3, 951	2, 244	28, 679	36, 252
Cycles and parts of (<i>Biciclos y sus accesorios; Bicyclos e accessorios; Bicyclettes et leurs parties</i>):				
Central America.....	4, 772	945	41, 943	5, 610
Mexico.....	5, 955	5, 017	42, 156	37, 492
Santo Domingo.....	189	15	1, 823	680
Argentina.....	678	8, 290	20, 883	38, 648
Brazil.....	838	10, 973	13, 573	48, 435
Colombia.....	1, 523	1, 021	16, 002	13, 301
Other South America.....	4, 707	8, 021	39, 455	30, 565
Clocks and watches (<i>Relojes de pared y de bolsillo; Relogios de parede e de bolso; Pendules et montres</i>):				
Central America.....	1, 037	490	6, 832	3, 564
Mexico.....	2, 523	1, 118	16, 592	10, 731
Argentina.....	1, 291	7, 709	25, 227	19, 355
Brazil.....	769	2, 313	47, 407	25, 128
Other South America.....	8, 116	10, 803	57, 609	52, 255
Coal (<i>Carbón; Carvão; Charbon</i>):				
Central America.....	331	738	20, 033	16, 095
Mexico.....	68, 980	77, 414	318, 290	484, 016
Santo Domingo.....	3, 363	1, 078	14, 146	7, 599
Brazil.....	18, 840	19, 265	43, 606	46, 062
Colombia.....	9, 495	2, 699	12, 746	26, 737
Other South America.....	3, 133	427	12, 597	10, 486
Copper (<i>Cobre; Cobre; Cuivre</i>):				
Mexico.....	5, 595	1, 163	7, 440	5, 172
Cotton, unmanufactured (<i>Algodón no manufacturado; Algodão não manufacturado; Coton non manufacturé</i>):				
Mexico.....	170, 365	254, 276	1, 016, 060	1, 014, 418

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	January—		Seven months ending January—	
	1897.	1898.	1897.	1898.
Cotton cloths (<i>Tejidos de algodón; Fazendas de algodão; Coton, manufacturé</i>):				
Central America.....	\$36,437	\$30,966	\$369,975	\$216,828
Mexico.....	24,098	39,053	195,034	222,230
Santo Domingo.....	11,124	8,232	64,716	60,459
Argentina.....	12,091	15,453	230,042	120,762
Brazil.....	36,855	43,768	367,498	313,896
Colombia.....	40,051	19,612	224,596	171,336
Other South America.....	131,970	134,319	840,927	599,428
Wearing apparel (cotton) (<i>Ropa de algodón; Roupa de algodão; Vêtements en coton</i>):				
Central America.....	24,520	15,980	145,046	102,379
Mexico.....	27,922	29,372	213,480	178,771
Santo Domingo.....	137	2,757	17,400	11,479
Argentina.....	3,378	3,829	42,170	19,596
Brazil.....	5,581	6,377	44,114	34,182
Colombia.....	3,863	2,226	32,557	25,407
Other South America.....	3,048	3,451	32,074	19,745
Fruits and nuts (<i>Frutas y nueces; Frutas e nozes; Fruits et noixettes</i>):				
Central America.....	5,622	3,091	35,163	23,838
Mexico.....	6,829	5,160	50,222	35,544
Santo Domingo.....	169	92	2,066	1,300
Argentina.....	.....	105	2,629	5,265
Brazil.....	579	454	8,995	9,644
Colombia.....	679	1,033	5,678	7,025
Other South America.....	2,714	1,915	24,162	17,493
Hides and skins (<i>Cueros y pieles; Couros e peles; Cuirs et peaux</i>):				
Central America.....	.....	.....	868	.....
Mexico.....	6,943	.....	25,240	1,022
Hops (<i>Lúpulos; Lupulos; Houblon</i>):				
Central America.....	435	1,141	989	2,278
Mexico.....	39,835	388	39,971	25,673
Santo Domingo.....	2	.....	287	3
South America.....	51	161	514	635
Instruments:				
Electric and scientific apparatus (<i>Aparatos eléctricos y científicos; Aparelhos electricos e scientificos; Appareils électriques et scientifiques</i>):				
Central America.....	6,526	11,949	41,982	35,442
Mexico.....	44,404	31,155	164,700	168,804
Argentina.....	9,488	.....	62,059	49,332
Brazil.....	4,867	8,322	60,112	72,397
Other South America.....	24,011	8,339	149,320	73,440

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	January—		Seven months ending January—	
	1897.	1898.	1897.	1898.
Iron and Steel, Manufactures of:				
Builders' hardware, and saws and tools (<i>Materiales de metal para construcción, sierras y herramientas; Ferragens, serras e ferramentas; Matériaux de construction en fer et acier, scies et outils</i>)—				
Central America.....	\$11,403	\$8,109	\$87,081	\$51,187
Mexico	32,806	23,720	392,106	263,226
Santo Domingo.....	723	1,011	5,815	8,630
Argentina.....	8,998	21,749	134,407	87,098
Brazil.....	14,137	18,232	153,102	100,226
Colombia	12,415	9,992	74,355	57,129
Other South America.....	15,783	13,535	148,931	124,922
Sewing machines and parts of (<i>Máquinas de coser y accesorios; Machinas de coser e accessorios; Machines à coudre et leurs parties</i>)—				
Central America.....	12,833	2,982	53,993	18,547
Mexico	24,246	20,854	107,052	113,910
Santo Domingo.....	65	190	722	875
Argentina.....	2,180	1,297	62,760	44,160
Brazil.....	3,282	7,678	82,738	56,318
Colombia	14,408	4,316	70,816	49,248
Other South America.....	8,753	11,583	75,812	64,748
Typewriting machines and parts of (<i>Máquinas de escribir y accesorios; Machinas de escribir e accessorios, Machines à écrire et leurs parties</i>):				
Central America.....	265	.....	6,554	1,829
Mexico	1,702	3,670	14,832	14,907
Santo Domingo.....	.....	.....	142	90
Argentina.....	20	1,137	8,524	6,355
Brazil.....	77	80	3,157	2,608
Colombia	85	503	1,040	3,337
Other South America.....	408	702	5,669	8,029
Leather, other than sole (<i>Cuero, distinto del de suela; Couro não para solas; Cuirs, autres que pour semelles</i>):				
Central America.....	235	459	2,781	2,437
Mexico	865	965	10,842	6,623
Santo Domingo.....	.....	.....	430	489
Argentina.....	.....	1,879	3,393	2,451
Brazil.....	2,756	3,821	10,042	24,016
Colombia	218	4	1,528	1,965
Other South America.....	1,068	2,318	10,767	7,926
Boots and shoes (<i>Calzado; Calçados; Chaussures</i>):				
Central America.....	4,437	7,489	57,516	53,713
Mexico	4,491	7,768	25,618	42,796
Colombia	2,821	2,712	21,955	24,817
Other South America.....	1,064	2,511	17,121	15,464

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	January—		Seven months ending January—	
	1897.	1898.	1897.	1898.
Naval stores: Rosin, tar, etc. (<i>Resina y alquitrán; Resina e alcatrão; Résine et goudron</i>):				
Central America.....	\$1,643	\$486	\$15,463	\$7,597
Mexico.....	589	1,000	4,165	5,405
Santo Domingo.....	16	8	3,026	3,070
Argentina.....	18	61	41,832	54,446
Brazil.....	19,469	8,627	169,904	130,309
Colombia.....	2,614	1,562	11,061	6,675
Other South America.....	3,349	11,786	60,310	63,987
Turpentine, spirits of (<i>Aguarrás; Agua-raz; Térèbenthine</i>):				
Central America.....	238	301	2,562	1,660
Mexico.....	95	172	1,063	1,431
Santo Domingo.....	24	38	157	294
Argentina.....		15,494	43,323	60,914
Brazil.....	4,868	4,212	22,115	35,397
Colombia.....	556	372	3,511	2,609
Other South America.....	4,545	4,677	23,279	24,455
Oils, mineral, crude (<i>Aceites, minerales, crudos; Oleos, minerais, crus; Huiles minérales, brutes</i>):				
Mexico.....	31,009	25,265	206,687	190,833
Oils, mineral, refined or manufactured (<i>Aceites minerales, refinados ó manufacturados; Oleos minerais, refinados ó manufacturados; Huiles minérales, raffinées ou manufacturées</i>):				
Central America.....	12,856	10,445	92,076	61,310
Mexico.....	18,317	15,156	99,409	104,656
Santo Domingo.....	4,020	8,229	18,157	26,721
Argentina.....	69,343	77,461	769,647	576,673
Brazil.....	138,561	152,844	803,457	889,813
Colombia.....	14,176	6,242	75,867	52,176
Other South America.....	108,571	83,200	588,615	439,092
Oils, vegetable (<i>Aceites vegetales; Oleos vegetaes; Huiles, végétales</i>):				
Central America.....	164	152	3,550	1,183
Mexico.....	14,089	68,478	188,910	245,695
Santo Domingo.....	1,209	2,301	7,091	12,601
Argentina.....		728	9,312	2,218
Brazil.....	3,894	29,747	75,275	110,865
Other South America.....	5,941	12,084	44,334	50,447
Paraffin and paraffin wax (<i>Parafina y cera de parafina; Paraffina e cera de paraffina; Paraffine et cire faite de cette substance</i>):				
Central America.....	1,800	2,509	16,618	12,263
Mexico.....	16,648	14,055	102,821	103,959
Brazil.....	580	398	10,001	6,414
Other South America.....	20	1,023	2,849	4,076

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	January—		Seven months ending January—	
	1897.	1898.	1897.	1898.
Provisions, comprising meat and dairy products:				
Beef, canned (<i>Carne de vaca en latas; Carne de vacca em latas; Bœuf conservé</i>)—				
Central America.....	\$2, 301	\$2, 028	\$18, 364	\$17, 639
Mexico.....	1, 126	1, 338	9, 640	8, 342
Santo Domingo.....	7	2	51	29
Argentina.....	30	67	30	357
Brazil.....		2, 724	14, 499	5, 241
Colombia.....	772	832	3, 729	4, 188
Other South America.....	988	887	7, 063	7, 390
Beef, salted or pickled (<i>Carne de vaca, salada ó en salmuera; Carne de vacca, salgada ou em salmoura; Bœuf, salé ou en saumure</i>)—				
Central America.....	2, 847	2, 640	16, 002	21, 631
Mexico.....	10	29	63	337
Santo Domingo.....	429	247	1, 832	1, 068
Brazil.....	300	68	2, 776	699
Colombia.....	522	777	5, 994	6, 415
Other South America.....	7, 047	14, 748	118, 318	98, 078
Tallow (<i>Sebo; Sebo; Suif</i>)—				
Central America.....	7, 402	6, 169	77, 720	51, 340
Mexico.....	5, 671	692	27, 265	16, 697
Santo Domingo.....	436	35	13, 779	14, 437
Brazil.....	1, 508	397	4, 097	24, 387
Colombia.....	257	1, 678	4, 657	12, 768
Other South America.....	753	488	7, 657	6, 095
Bacon (<i>Tocino; Toucinho; Lard fumé</i>)—				
Central America.....	1, 657	788	10, 086	10, 821
Mexico.....	592	1, 051	5, 864	5, 848
Santo Domingo.....	176	63	1, 536	953
Brazil.....	110, 426	52, 868	426, 572	386, 973
Colombia.....	94	159	990	931
Other South America.....	1, 658	1, 356	10, 702	19, 187
Hams (<i>Jamones; Presunto; Jam-bons</i>)—				
Central America.....	2, 601	2, 183	18, 657	17, 703
Mexico.....	1, 945	2, 423	19, 053	12, 746
Santo Domingo.....	664	492	4, 115	3, 385
Brazil.....		589	433	1, 772
Colombia.....	1, 352	1, 398	7, 877	7, 995
Other South America.....	8, 383	7, 553	58, 068	58, 719
Pork (<i>Carne de puerco; Carne de porco; Porc</i>)—				
Central America.....	6, 972	8, 874	32, 409	37, 739
Santo Domingo.....	459	201	2, 696	1, 536
Brazil.....	1, 063		3, 107	437
Colombia.....	430	553	3, 320	4, 362
Other South America.....	7, 481	24, 441	121, 946	130, 497

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	January—		Seven months ending January—	
	1897.	1898.	1897.	1898.
Provisions, etc.—Continued.				
Lard (<i>Manteca; Banha; Saindoux</i>)—				
Central America.....	\$6, 109	\$9, 189	\$57, 309	\$66, 414
Mexico	39, 565	20, 315	186, 166	119, 266
Santo Domingo.....	2, 074	1, 574	11, 134	12, 449
Argentina.....	7	700	2, 912	1, 072
Brazil.....	46, 490	99, 123	262, 716	614, 576
Colombia	10, 222	4, 958	92, 619	72, 792
Other South America.....	39, 234	40, 769	395, 673	367, 706
Oleo and oleomargarine (<i>Grasa y oleomargarina; Oleo e oleomargarina; Óleo et oléomargarine</i>)—				
Central America.....		62	10	249
Mexico	80	156	498	348
Colombia	800	990	4, 933	4, 445
Other South America.....	1, 873	676	20, 984	11, 155
Butter (<i>Mantequilla; Manteiga; Beurre</i>)—				
Central America.....	5, 031	3, 977	26, 826	28, 280
Mexico	3, 474	4, 262	20, 866	23, 101
Santo Domingo.....	848	526	3, 999	3, 784
Brazil.....	1, 827	12, 810	20, 428	47, 291
Colombia	1, 359	1, 319	8, 943	12, 325
Other South America.....	5, 870	6, 083	49, 949	46, 391
Cheese (<i>Queso; Queijo; Fromage</i>)—				
Central America.....	1, 859	1, 611	10, 513	10, 479
Mexico	1, 301	1, 466	9, 323	8, 265
Santo Domingo.....	783	302	2, 281	1, 808
Brazil.....			80	182
Colombia	949	857	6, 143	6, 873
Other South America.....	1, 276	1, 923	9, 126	9, 947
Seeds (<i>Semillas; Sementes; Semence</i>):				
Central America	909	437	7, 021	1, 876
Mexico	4, 157	10, 214	11, 407	16, 524
Santo Domingo.....	25	4	237	542
Argentina.....	226		379	132
Brazil	71		575	413
Colombia	158	2	1, 159	1, 207
Other South America	302	95	4, 104	1, 143
Sugar, refined (<i>Azúcar refinado; Assucar refinado; Sucre raffiné</i>)—				
Central America.....	3, 912	6, 607	37, 671	34, 249
Mexico	4, 401	300	18, 159	9, 848
Santo Domingo.....	203	213	1, 273	1, 320
Colombia	4, 676	2, 043	30, 671	18, 672
Other South America		50	1, 119	3, 956
Tobacco, unmanufactured (<i>Tabaco no manufacturado; Tabaco não manufacturado; Tabac non manufacturé</i>):				
Central America.....	416	5, 730	12, 377	19, 412
Mexico	6, 067	12, 649	64, 903	83, 060

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	January—		Seven months ending January—	
	1897.	1898.	1897.	1898.
Tobacco, manufactured—Continued.				
Argentina.....		\$70	\$4,055	\$565
Colombia.....	\$242	1,052	2,093	4,052
Other South America.....	7,352	8,329	60,572	55,530
Tobacco, manufactures of (<i>Manufacturas de tabaco; Manufacturas de tabaco; Tabac fabriqué</i>):				
Central America.....	7,888	1,558	37,547	21,298
Mexico.....	477	497	10,943	6,324
Argentina.....	3,651	331	45,305	1,783
Brazil.....	65		1,355	10
Colombia.....	75	280	1,066	942
Other South America.....	7,061	4,353	37,163	45,418
Wood, unmanufactured (<i>Madera no manufacturada; Madeira não manufacturada; Bois brut</i>):				
Central America.....	15,751	5,114	112,361	40,426
Mexico.....	19,620	27,444	176,107	114,749
Argentina.....	5,134	342	25,254	6,349
Brazil.....	300	75	9,694	7,278
Colombia.....	3,247	1,238	6,936	12,507
Other South America.....			6,202	30,644
Lumber (<i>Maderas; Madeiras; Bois de construction</i>):				
Central America.....	11,455	3,473	71,815	25,095
Mexico.....	79,045	50,991	462,134	486,671
Santo Domingo.....	13,882	4,067	27,880	24,366
Argentina.....	76,255	103,101	729,893	523,210
Brazil.....	60,089	83,134	442,755	363,224
Colombia.....	6,579	5,783	28,074	38,858
Other South America.....	44,153	41,713	440,378	262,024
Furniture (<i>Muebles; Mobilia; Meubles</i>):				
Central America.....	10,125	5,925	93,942	56,939
Mexico.....	15,237	17,178	106,301	96,610
Santo Domingo.....	1,456	1,748	8,018	8,061
Argentina.....	2,673	3,950	55,947	43,160
Brazil.....	2,932	2,660	29,812	26,186
Colombia.....	5,540	2,788	23,776	21,713
Other South America.....	10,493	10,554	70,982	47,362
Wool, raw (<i>Lana cruda; Lã crda; Laines brutes</i>):				
Mexico.....	12,881		123,041	10

SPANISH-AMERICAN TRADE.

The BUREAU has received from the St. Louis Spanish Club a copy of a very interesting paper, read before that body recently by Mr. GEORGE P. PARKER, first vice-president of the club, on the subject

of the trade of St. Louis with Spanish-American countries. As being instructive and of general interest, the following extracts from Mr. PARKER's paper are published:

The export trade of Mexico, Central and South America, is fast assuming the proportions that were hoped for it a few years ago. * * * During the early part of the year the drop in the value of silver and the consequent high rate of gold exchange in Mexico almost put a stop to orders from there, but upon matters assuming a more settled condition there was not only a resumption of trade, but a gratifying increase. The business that has been secured from Central America has been much in excess of that of former years, many new accounts have been opened, and the St. Louis market has become known in many new fields; even after this has been accomplished it is often some time before business arrangements of years' standing can be severed and new ones effected.

* * * An instance showing the value of St. Louis as a general market is illustrated by the outfitting of a settlement in Venezuela requiring nineteen carloads of goods of various kinds, which were bought in St. Louis and shipped to New York, where they were cleared in a sailing vessel.

* * * At a meeting for the adjustment of Mexican rates by the railroads and steamship companies in St. Louis, the transportation lines were astounded at the aggregate amount of business shown as originating in St. Louis and the increase.

The figures of one railroad's business tell the story plainly:

Month.	1896.	1897.	Increase.	Decrease.
January.....	315, 140	1, 212, 542	897, 402	.....
February.....	379, 451	398, 115	18, 664	.....
March.....	1, 123, 750	534, 090	.....	589, 660
April.....	517, 853	658, 665	140, 812	.....
May.....	471, 863	526, 977	55, 114	.....
June.....	200, 861	926, 314	719, 453	.....
July.....	161, 681	516, 308	354, 627	.....
Total (tons).....	3, 170, 599	4, 767, 011	2, 186, 072	589, 660

Net increase, 1,596,412 tons.

Statistics from reliable sources give the business from St. Louis through El Paso and Laredo, only, as 13,359,647 pounds for the year 1897. * * * The establishment of a commercial museum has long been considered a movement which would result beneficially. It is proper to record the formation of such an organization by some of our most enterprising men.

The countries south of us like to patronize countries who patronize them; the spirit of reciprocity was never so strong as now. In increasing our exports, many of our large houses have become direct importers of raw materials from South and Central America, instead of getting these commodities through European or New York agents. Mexico now sends to the United States 75 per cent of her exports, as the last statistics show.

VENEZUELA.

CUSTOMS TARIFF FOR 1897-1898.

[Number 30.—Third edition.—Continued from March Bulletin.]

§ 7.—CLASS VII.

Duty.—5 bolivars per kilogram.

Fans of all kinds.

Bitters not otherwise mentioned, in whatever receptacle.

Playing cards.

Sword sticks and sticks with a mechanism for firing.

Purses of linen or cotton.

Stockings, socks, fringes, tassels, lace, ribbons, bands, tapes, trimmings, plushes, caps, mantles, capes, waistbands, bows, epaulettes, list shoes, gloves of wool or of wool mixed with cotton.

Boots and shoes, only cut out or without soles, and rugs of sheepskin.

Shirts, made up, of cotton, with no parts of linen.

Woven uppers for sandals.

Rugs, carpets, and all other articles of crochet, except those of silk.

Chasubles, viaticum cases, altar cloths, copes, dalmaticas, stoles, maniples, communion cloths, bands, and other ecclesiastical vestments and church ornaments.

Cigarettes of paper or maize leaf.

Cravats of cotton, hair, or wool.

Curtains, hangings, and mosquito nets, of linen or cotton.

Braces, corsets, slip bodices, corset covers, and garters of all kinds.

Skirts, dressing gowns, nightgowns, petticoats, pillow slips, and blouses, of linen, or of linen mixed with cotton, excepting those of linen cambric or of cambric mixed with cotton which are comprised in Class VIII.

Lace, embroidered bands, blonds, edgings, insertions, ribbons, borders, epaulettes, tassels, cords, fringes, socks, scarfs, braids, gloves, and trimmings, of linen or cotton.

Swords, sabres, daggers, fine hunting knives, blunderbusses, pistols, revolvers, guns, muskets, rifles, war guns, carbines, and other firearms for artillery and infantry, including projectiles, percussion caps, nipples, gunlocks, cartridges loaded or empty, and everything relating to side or fire arms, and parlor air guns.

Matches of wax, wood, or amadou, and pyrotechnic or Bengal lights.

Fireworks.

Horse cloths and blankets of all kinds.

Socks of linen, or of linen mixed with cotton, and socks of Scotch twisted yarn.

Shot bags, powderflasks, cap boxes, and game bags.

Muslins; crepons of cotton, colored; lawn; cotton gauze called "*rengue*;" barege, grenadine; organdy; zephyr, very fine linen cloth known as "*clarin*,"

"*dulce sueño*," tarlatan, "*imité*," batiste of Holland, cotton batiste white or colored, plain, worked, transparent, or embroidered, in pieces or cut out for dresses, and all other tissues similar to the above and not included in other classes.

Muslins and batistes of linen, or of linen mixed with other materials, unbleached or colored, in pieces or cut out for clothes.

Cotton velvet ("*panilla*"), cotton plush, and imitation velvet, in pieces or ribbons.

Fine and common woolen cloth, cassimere, cassinette, muslin, satin, knitted goods, flannel, "*lanilla*," bombazine, alpaca, crape, merino, serge, lasting, damask, and all other tissues of wool, or of wool mixed with cotton, not mentioned in other classes, unless made up into wearing apparel, which would bring them under Class IX.

Shawls, foulards, and scarfs, large and small, of muslin, lawn, knitted goods, or other fine cotton tissues.

Handkerchiefs, shawls, large and small, foulards, tablecloths, and undershirts, of wool, or of wool mixed with cotton, neither ornamented nor embroidered with silk.

Umbrellas, sunshades, and parasols, of silk, or of silk mixed with wool or cotton.

Skins, tanned, manufactured in any shape, not mentioned in other classes.

Guipure or tulle, of cotton or pita.

Saddles, headpieces, gun cases and pistol holsters, reins, girths, cruppers, and sheepskin horse covers of all kinds.

Tobacco, raw, and tobacco stalks.

§ 8.—CLASS VIII.

Duty.—10 bolivars per kilogram.

Ornaments and nets for headdress of all kinds.

Human hair and its imitations, worked or not.

Shirts, made up, of linen or wool, of cotton with parts of linen; trousers, jackets, blouses, waistcoats, drawers, coats, overcoats, vests, and all other ready-made clothes, of linen or cotton, for men, not mentioned in other classes.

Collars, shirt fronts, and cuffs, of linen or cotton, for men and women.

Hammocks, netted, of all kinds.

Skirts, petticoats, pillow slips, and chemises, of batiste or light linen tissue ("*clarin*"), pure or mixed with cotton.

Flowers and fruits, artificial, not otherwise mentioned, and materials for making flowers, with the exception of colored paper comprised in Class VI.

Skin gloves, with the exception of boxing gloves, which are comprised in Class V.

Dutch batiste, light tissue ("*clarin*"), knitted goods, zephyr, lawn, tarlatan, muslin, and all other fine linen or cotton tissues, made up into articles such as frills, ruches, infants' caps, skirts, cuffs, chemisettes, and other similar articles and adornments not mentioned in other classes.

Precious stones, pearls, and jewelry; articles wholly or in part of gold or

silver; watches of any material, empty watch cases, jewelry cases, and the like, even imported separately.

Books and albums, bound in velvet, silk, mother-of-pearl, tortoise shell, ivory, russian leather, with ornaments gilt or silvered.

Handkerchiefs of linen, or of linen mixed with cotton.

Bookbindings, imported separately, and removable book covers.

Feathers for hats and bonnets, and other similar uses, and hearse plumes, imported separately from the hearse.

Silk, pure or mixed with other materials, and tissues of other materials mixed with silk.

Cloths or tissues of all kinds, mixed or embroidered with gold or silver, real or imitation, with the exception of church ornaments and ecclesiastical vestments comprised in Class VII.

Stuffs and tissues of wool mixed with cotton, made up as mosquito nets, hangings, curtains, and other articles not elsewhere mentioned.

Tobacco, manufactured and prepared in any form, excepting cut tobacco (*bicadura*) for cigarettes, plug tobacco, and twisted chewing tobacco. Cigarettes rolled in tobacco leaf are likewise included in this class.

§ 9.—CLASS IX.

Duty.—20 bolivars per kilogram.

Placards, show cards, and handbills, printed or lithographed.

Cigarette wrappers.

Circulars, printed or lithographed.

Labels of all kinds, printed or lithographed, which are not attached to any article; printed visiting cards with or without colored designs.

Fine and common cloths, cassimere, satin, knitted goods, flannel, alpaca, "*cambron*," bombazine, serge, lastings, and damask, of wool, or of wool mixed with cotton, made up as men's clothing.

Envelopes of all kinds, finished or only cut out.

Hats, bonnets, and caps, trimmed, of every kind, for women and girls.

Hats of black silk plush, with high crowns, and similar hats of any material, including opera hats, hats simply cut out, hats of fulled felt, and all other kinds of hats, wholly or partially finished, excepting those of straw or their imitations.

Advertisement cards (large), printed or lithographed.

Tarlatan, silk, wool, batiste of Holland, light tissue ("*clarin*"), zephyr, lawn, muslin, and all other tissues of linen or cotton, made up into ladies' wearing apparel.

Men's clothing of wool, linen or cotton, with the exception of that mentioned in other classes.

ART. 2. All customs duties shall be levied on the gross weight, in bolivars and centimes of the bolivar.

ART. 3. The importation of the following articles is prohibited:

Cocoanut oil, spirits extracted from sugar cane, starch, indigo, cocoa, coffee, molasses from sugar, and honey, salted jerked meat ("*tasajo*"), salt, dynamite,

sarsaparilla roots, spurious gold coin, and silver money, apparatus for coining money, unless imported for the Government mint; ready-made boots and shoes and tanned leather for the manufacture of boots and shoes; matches of all kinds.

SOLE PARAGRAPH. Should the executive power deem it expedient to authorize the importation, through the custom-houses of the Republic, of any prohibited article, it shall fix the duty to be levied on such article, and will report to Congress at its first session.

ART. 4. The executive power may totally or partially prohibit the importation of all kinds of tissues, ready-made wearing apparel, hats, bonnets, and caps, and debar entry thereof through the custom-houses of the Republic, if the industries and manufactories in their districts producing goods of the above description have, in importance and development, reached a sufficient degree to meet the demands of consumption, provided that purchasers do not suffer in consequence of such prohibition.

ART. 5. For the importation of dutiable firearms through the custom-houses of the Republic, as well as of powder, shot, cartridges, caps, primers, flints, saltpeter, and all other explosive materials not mentioned in the present law, a special permission or order from the General Government is necessary.

SOLE PARAGRAPH. Arms of precision and all war articles exclusively intended for the arsenals can only be imported by the national Government.

ART. 6. For all articles mentioned in the tariff the material from which they are made will not be considered, the class under which placed being solely taken into account. Hence trusses, syringes, clyster pumps, toys, masks, spectacles, portfolios, cardcases, and all other articles mentioned pay the duty of the class to which they belong, whatever be the material from which manufactured, except when they are partially made of gold or silver, in which case they are comprised in Class VIII.

ART. 7. Packages containing samples of tissues in small pieces or samples of wall paper weighing more than 25 kilogrammes shall, for the weight exceeding 25 kilogrammes, pay the duty stipulated in Class III.

ART. 8. When goods or products subject to import duties are imported, such goods being unknown in the country and not specified in the tariff nor in the latest resolutions of the Ministry of Finance, the importers can state this fact in their manifests and address a petition to the Government, accompanied by a sample of the goods or products, to permit the proper denomination or classification thereof. The petition must have been previously examined by the respective custom-house.

ART. 9. Machines, tools, and other mining apparatus can enjoy the exemption from import duties but once for each mining company, and the extra parts imported to replace the same shall not enjoy this exemption.

ART. 10. Maritime custom-houses can not, without previous order from the Ministry of Finance, authorize the importation of machines and apparatus comprised in Nos. 6, 21, 22, and 23 of the tariff, nor of artistical objects of a monumental character. To obtain this order, the interested party must in every case address a petition, previously examined by the respective custom-house, to the Minister of Public Works, requesting the free entry of the articles.

ART. 11. Unused foreign articles which travelers import with their luggage

shall, in addition to the duties leviable thereon under the tariff, be liable to a surtax of 20 per cent.

ART. 12. The executive power is authorized to decrease or abolish the duties of the present tariff, leviable on alimentary products of primary necessity, when unforeseen circumstances render such changes necessary, subject, however, to reporting to Congress the measures which it has deemed proper to take.

ART. 13. Should unfitted articles be imported in one sole package or in different packages, they shall be liable to the duties applicable thereto when imported in a fitted condition.

ART. 14. The decree of the executive power dated June 30, 1896, together with all subsequent decisions relating to the classification of goods not specially mentioned in such decree, are repealed.

RÉGIME APPLICABLE TO POSTAL PARCELS.

[Extract from the circular of the minister of finance, of November 16, 1890. "*Gaceta oficial*," No 6868, of November 18, 1896.]

Should postal parcels contain goods comprised in the different classes of the tariff, their waybills must give the weight of each kind of goods, and should each kind of goods weigh less than one-half kilogramme, they shall always be considered as of that weight and duty shall be levied accordingly. The same rule shall apply to packages, which shall be liable to the duty leviable on the article contained therein subject to the lowest duty, unless such packages are, owing to their nature, comprised in a higher-taxed class of the tariff.

[Concluded.]

RAILWAY MILEAGE.

The following figures, published in the "South American Journal" for January 22, 1898, show the total railway mileage at present in operation in Venezuela, also the nationality of the ownership of the respective lines. It will be observed that the United States makes a very small showing in the list:

	Nationality.	Kilometers.*
Caracas-Valencia	German	179
Caracas-La Guajara	English	37
Caracas-Petare	do	10
Caracas-El Valle	National	8
Valencia-Puerto Cabello	English	55
Tucaca-Aroa	do	89
El Hacha-Barquisimeto	do	88
La Ceiba-Valera	National	90
Santa Barbara-El Vija	French	60
Encontrado-La Fria	National	100
Carenero-San José	Dutch	33
Guanta-Naricual	National	36
Maiquetia-Macuto	do	8
Vela-Coro	United States	17
Total length		810

* The kilometer is equivalent to 0.62137 mile.

INAUGURATION OF SAMPLE WAREHOUSE IN CARACAS.

On March 29 last, the formal opening of the sample warehouse for the exhibition of American manufactures, established by the National Association of Manufacturers of the United States of America, took place at Caracas, the capital of Venezuela. The function was witnessed by Gen. DON IGNACIO ANDRADE, President of the Republic; members of the cabinet; the Hon. FRANCIS B. LOOMIS, United States minister; and many other members of the diplomatic corps, as well as by a multitude of ladies and gentlemen who had been invited.

The "New York Commercial" of April 12 and 13 contains extended and detailed reports of the ceremonies incident to the occasion. Mr. RUDOLPH DOLGE, special commissioner from the National Association of Manufacturers, and to whose efforts this practical enterprise is largely due, delivered the opening address, drawing attention to the advantages which would accrue to the trade between Venezuela and the United States through the Exposition, which, according to the speaker, is an enterprise of national importance, aspiring to no material profit whatever, desirous only of presenting to commerce, agriculture, and to the public in general samples of American products and manufactures. As stated by the speaker, the Exposition is designed as a permanent exhibition of the manufactures of the United States, provided with a bureau of information, ever ready to assist the trade of Venezuela with the United States of America. He concluded his remarks by an expression of thanks in the name of the United States to President ANDRADE for his efforts and encouragement on behalf of the enterprise, the founding of which signifies "the commercial union of the two countries, joined also by other bonds."

President ANDRADE replied in terms of praise and approval of the enterprise, wishing it great prosperity and success, expressing personal satisfaction "in seeing the powerful Republic of the North attracted to our ports to offer us the fruits of its experience, and the admirable collection of the genius and of the work of its sons. Here there is a people, good and true, who desire to work; our doors are open without restrictions in the Republic to the pathway to progress and to the productive forces of the exterior.

Extensive territory and fertile mountains offer abundant reward to the intelligent, and to the hands that desire to cultivate and exploit the country."

Following, Minister Loomis spoke, dwelling upon the great influence that this occasion would have upon the commercial future of the two nations; declaring it the most important step that had been taken in the direction of increasing the commercial relations of the world since Commodore PERRY sailed for Japan, placing that country in intimate communication with the world.

NOTE.—Minister Loomis's report, in detail, of the ceremonies incident to the inauguration of the sample warehouse in Caracas has been received by the Department of State, and is published in full in the advance sheets of the United States Consular Reports for April. It is regretted that the report was not received in time for publication in the current number of the MONTHLY BULLETIN.

CARAÇAS TRAMWAY SYSTEM.

The "Trade Miscellany" of the February BULLETIN contains a notice to the effect that the concession which was granted in July, 1896, for installing an electric tramway system in the city of Caraças, had been declared forfeited, owing to the failure of the concessionnaires to comply with the terms of the concession.

The Bureau is in receipt of a communication from Mr. EUGENIO MENDOZA, manager of the said enterprise, stating that the concession has not only not been forfeited, but that on October 25, 1897, an extension for fifteen years was granted, terminating in 1915, with authority to use electric power.

COFFEE CULTURE IN THE HAWAIIAN ISLANDS.

The advance sheets of the United States Consular Reports for February, 1898, contain an extended report on the above subject, made by WILLIAM HAYWOOD, United States Consul-General in the Hawaiian Islands. The report embodies an estimate of the cost of coffee production in those islands, issued from the foreign office of the Government. This estimate and the observations

of Mr. HAYWOOD are published as being of interest to persons engaged in coffee growing in American countries.

The following estimate is taken from a pamphlet issued by the Hawaiian foreign office for a plantation of 100 acres, 75 acres planted in coffee from the first to the seventh year, when it is estimated that the crops will pay back the original outlay and leave a balance. This pamphlet was published in 1896, and must have been based on very few positive facts, yet an examination of the interviews I have had can not fail to impress the reader that the estimated yield has been fully carried out. The only criticism I wish to make is that an expense of \$1,200 per year is charged for salary of manager and nothing allowed for living expenses of owner. In the first place I do not believe a competent manager can be obtained for \$1,200 per annum to manage 75 acres of coffee and produce the crop stated. If the owner is his own manager the amount allowed will be sufficient for his own support and the occasional employment of a competent man to supervise the more important work, such as planting, etc. It will be seen that this estimate calls for \$18,000 capital.

Estimate of cost of establishing and maintaining a coffee plantation of 75 acres, from the first to the seventh year.

FIRST YEAR.

Purchase of 100 acres of Government land at \$10 per acre..	\$1,000	
Manager's house and water tank	600	
Laborer's quarters and water tank	350	
Clearing 50 acres of land, at \$20 per acre.....	1,000	
Fencing	300	
Purchase of 65,000 one-year-old coffee plants at \$5 per thousand	325	
Lining, holing, and planting 50 acres.....	600	
Manager's salary, one year	1,200	
Labor of six Japanese, one year, at \$15 per month.....	1,080	
Purchase of tools and starting nursery.....	500	
		\$6,955

SECOND YEAR.

Manager's salary	1,200	
Labor, six Japanese	1,080	
Extra labor, lining, holing, and planting 25 acres.....	300	
Sundries	500	
		3,080
		10,035

THIRD YEAR.

Manager's salary	1,200
Labor, nine Japanese.....	1,620
Pulping shed and drying house	500
Pulper, with engine and boiler	500

Extra help for picking, pulping, and drying 20,000 pounds of coffee from 50 acres, at 4 cents per pound.....	\$800
Hulling, polishing, and grading 20,000 pounds of coffee, at 1 cent.	200
Sundries (bags, freight, etc.)	250
	\$5,070
	15,105

CREDIT.

By sale of 20,000 pounds of coffee, at 18 cents.....	3,600
	11,505

FOURTH YEAR.

Manager's salary	1,200
Labor, nine Japanese.....	1,620
Extra labor picking, pulping, and drying—	
50,000 pounds of coffee from 50 acres, at 4 cents per pound.	2,000
10,000 pounds from 25 acres (three-year-old trees)	400
Hulling, polishing, and grading 60,000 pounds, at 1 cent.....	600
Sundries (bags, freight, etc.).....	400
	6,220
	17,725

CREDIT.

By sale of 60,000 pounds of coffee, at 18 cents.....	10,800
	6,925

FIFTH YEAR.

Manager's salary	1,200
Labor, nine Japanese.....	1,620
Picking, pulping, and drying 60,000 pounds of coffee from 50 acres and 25,000 pounds from 25 acres, at 4 cents.....	3,400
Hulling, polishing, and grading 85,000 pounds, at 1 cent per pound	850
Sundries (bags, freight, etc.).....	500
	7,570
	14,495

CREDIT.

By sale of 85,000 pounds of coffee at 18 cents.....	15,300
Balance on hand.....	905

SIXTH YEAR.

Manager's salary	1,200
Labor, nine Japanese.....	1,620

Picking, pulping, and drying 75,000 pounds of coffee from 50 acres, and 25,000 pounds from 25 acres, 100,000 pounds, at 4 cents	\$4,000
Hulling, polishing, and grading 100,000 pounds, at 1 cent	1,000
Sundries (bags, freight, etc.)	1,000
	\$8,820

CREDIT.

By sale of 100,000 pounds of coffee, at 18 cents	18,000
Balance on hand.....	10,085

SEVENTH YEAR.

Manager's salary	1,200
Labor, twelve Japanese	2,160
Picking, pulping, and drying 125,000 pounds of coffee, at 4 cents.	5,000
Hulling, polishing, and grading 125,000 pounds, at 1 cent....	1,250
Sundries (bags, freight, etc.)	1,200
	10,810

CREDIT.

By sale of 125,000 pounds of coffee, at 18 cents.....	22,500
Balance to credit of plantation at end of seventh year	21,775

ELECTRICAL APPARATUS IN LATIN-AMERICA.

In this age of development of the uses of electricity in its varied forms, the United States is not behind, but is, indeed, in advance of all other countries in extending its manufactures of that kind in all parts of the world. This statement is especially applicable to Latin-American countries.

Recently, companies engaged in the manufacture of electrical apparatus have been called upon for the installation of a plant in paper works in Brazil and for a large equipment for the San Rafael Mills in Mexico. At San Ildefonso, near the city of Mexico, a plant built by United States manufacturers, with a capacity of 1,000 horsepower, is soon to be inaugurated. In addition to those named, a number of other modern plants have been, and are to be very soon established in Mexico.

The city of Valparaiso, Chile, has invited bids from several companies in the United States for establishing a general electric lighting and power plant in that city. The awarding of this contract alone means the shipping of approximately \$150,000 worth of electrical machinery.

INTERNATIONAL AMERICAN BANK.

The United States Congress has now under consideration a bill to create an international Pan-American bank. This very commendable scheme is being strongly advocated by the National Association of Manufacturers, and has received the unanimous sanction of that body.

Briefly stated, the bank will be conducted on much the same plan as other international banks, such as the London and River Plate, the Crédit Lyonnais, and the Hongkong and Shanghai Bank of London. The principal headquarters will be in New York and Washington, with branches in the principal cities of the Latin-American Republics. The proposed capital is \$5,000,000, which, it is intended, shall be held entirely by capitalists of the American continent.

In view of the fact that at present there exists no American bank in either Central or South America, and that foreign exchanges can be made only through European cities, it is not difficult to see at what disadvantages the trade of the United States with these countries is placed.

The following is the report submitted to Congress by the committee having the bill in charge :

Your committee believes that there is no field of inquiry falling within the province of this conference for the extension of inter-American commerce more fundamentally important than that of international American banking, and that, in fact, the future of the commercial relations between North, South, and Central America will depend as largely upon the complete and prompt development of international banking facilities as upon any other single condition whatever. In the opinion of your committee, the question of the mechanism of exchange is secondary, if at all, only to the question of the mechanism of transportation.

NIAGARA PAN-AMERICAN EXPOSITION.

At a meeting of the board of directors in New York City recently, it was decided to postpone holding the Pan-American Exposition, which was to have been opened at Niagara Falls in the summer of 1899, to a time in the future when the condition of national affairs would be more propitious for the enterprise.

There is at present a bill before Congress approving of the proposition to hold the Exposition in the summer of 1901.

The reasons for the postponement are fully set forth in the resolutions published below, as adopted at the New York meeting:

Whereas the progress made by the Pan-American Exposition Company in developing the plans for holding the Pan-American Exposition and the interest with which those plans have been received in high official circles of the United States Government satisfies us that the project will receive at the proper time such governmental aid as will assure its success upon the broadest international lines; and

Whereas international questions of momentous and overshadowing importance, involving possibilities of war to the nation, now absorb the attention of Congress, thereby rendering the procuring of suitable, sufficient, and timely appropriations for the purpose of the proposed exposition extremely doubtful, if not absolutely impossible; and

Whereas the time remaining in which properly to call the matter to the attention of the foreign governments whom it has been intended to invite to participate in the exposition has thus been unavoidably curtailed to such an extent as to render the possibility of their general participation extremely remote, notwithstanding the great and very general evidences of interest with which the representatives of said governments have greeted the project almost from its very inception; and

Whereas it is our view that the project should not proceed in any other manner than as a national and international exposition, promoted and participated in upon the broadest lines by all the Governments of the New World; and

Whereas it has been suggested by the representatives at Washington of more than one of the foreign Governments to be invited to participate in the enterprise that under all existing circumstances it might be better to postpone the time of holding the exposition to the year 1901, when the exhibits of the South American Governments could without difficulty be secured here for an exhibition from the Paris Exposition to be held in 1900; and

Whereas it is our belief that a project to such great interest of all the countries concerned should not be permitted to lapse or be abandoned: Now, therefore, be it

Resolved, That the time of holding the Pan-American Exposition be, and the same is hereby, postponed to and until the year 1901.

BRITISH MISSION TO SOUTH AMERICA.

Mention was made in the MONTHLY BULLETIN for February, of the fact that a commission, acting under the auspices of the British Government, would be dispatched to South America to investigate the trade conditions existing in the various countries, with a view to further extending British trade in that direction.

The Bureau is in receipt of a communication of recent date from Hon. HENRY L. WILSON, United States minister to Chile, containing the information that Mr. GEORGE WORTHINGTON, a member of the commission, has arrived in Valparaiso.

Minister WILSON states that the instructions issued to the commissioner are very comprehensive, and that he is directed to make a thorough study of the trade conditions of Chile, as well as of the other principal South American countries, the habits and tastes of the people, prevailing prices, facilities for transportation, and all pertinent matters. He is also instructed to make such suggestions of changes and improvements in the trade methods of Great Britain as may be deemed advisable to increase her trade with those countries. The importance attached to this mission, and the authority given it indicate the active efforts that are being made to expand English trade with South America.

TEXTILE INDUSTRIES IN SPANISH AMERICA.

The information published below, covering textile industries in South America and Mexico, as well as imports in this line into the various countries, was compiled (at the request of a trade journal in Charlotte, N. C.) by the Bureau of Foreign Commerce, Department of State, from which a copy has been received by the Bureau of the American Republics.

MEXICO.

According "to *Les Finances des Etats Unis Mexicains*," by PROSPER GLONER, Berlin, 1896, there existed in Mexico at the time these statistics were collected 98 factories of cotton goods

and 23 woolen factories, representing a value in machinery and buildings of \$17,392,786 (Mexican silver). There were employed 21,963 workmen, and 370,570 spindles and 12,454 looms were in operation. The annual production was 3,890,300 pieces of ordinary white cotton; 2,077,825 pieces of percales, muslins, etc.; 188,500 coverlets, and 322,975 carpets, rugs, etc. There is a large factory of jute at Orizaba.

Imports into Mexico in 1896 were: Great Britain, £814,397; Germany, \$951,524; France, \$1,610,600; Belgium, \$14,282; United States, \$814,094.

COLOMBIA.

In the "Commercial Directory" issued by the Bureau of American Republics the statement is made that in Cauca common cotton and woolen cloths are manufactured. In Cundimarca, Boyaca, Antioquia, and Bolivar some manufacturing in these lines is done. In Santander there are made in large quantities handkerchiefs, cotton counterpanes, table cloths, towels, hammocks, hemp sacks, etc.

The imports of textiles in 1896 were: Great Britain £1,041,838; France, \$1,439,000; United States, \$169,941. There is no statement of the trade with Germany or Belgium.

VENEZUELA.

Imports of textiles into Venezuela in 1896 were: Great Britain, £654,967; Germany, \$487,662; France, \$85,499; United States, \$702,541. There is no statement available as to local manufactures.

BRAZIL.

A report from the late Minister Thompson, printed in Commercial Relations, 1895-96, says that there are numerous cotton mills in the country producing low grades of goods. Several are at Petropolis. The Cachoeira factory in Alagoas, which has been in operation three years, paid in the first year a dividend of 48 per cent; in the second year 50 per cent, and in the third year 40 per cent. It has 480 operatives, and produced last year 122,783 pieces of cotton cloth. The machinery cost 364,445 milreis* (tak-

*The milreis is equal in value to 14 cents U. S. currency.

ing the value of the milreis at 20 cents, \$72,889); the buildings for the factory, 192,000 milreis; the houses for operatives, 51,000 milreis, and sundry appurtenances, 17,378 milreis. The enterprise is protected by an export duty on raw cotton and heavy import duties on cotton fabrics.

The following statistics of imports of textiles for 1893 are from the "Commercial Directory" above referred to, and from German official statistics:

From Great Britain.....	\$20, 100, 210
From United States.....	1, 512, 248
From France.....	3, 103, 171
From Germany	5, 150, 600

URUGUAY.

Imports of textiles into Uruguay in 1896 were: Great Britain, £814,351; Germany, \$870,128; France, \$432,200; Belgium, \$59,863; United States, \$179,856. There is no statement as to local factories.

ARGENTINE REPUBLIC.

In a report from Buenos Ayres, printed in Consular Reports for April, 1896, the consul says that the textile industries have, as yet, scarcely a foothold in the country. There is one large woolen plant in Buenos Ayres, which turns out blankets, flannels, and cloth for soldiers' clothing. There are several establishments for the production of knit goods. The amount of woolen, cotton and linen fabrics annually imported averages \$30,000,000.

A report from Minister Buchanan (Consular Reports, April, 1897), gives the following figures as to the imports of textiles in 1896 from foreign countries in kilos of 2.2046 pounds, the values being given below:

	Kilograms.	Value.
United States	616, 724	\$316, 896
United Kingdom.....	12, 644, 750	£3, 016, 290
Germany	1, 635, 240	\$2, 998, 602
France	1, 263, 890	\$3, 352, 796
Belgium.....	1, 113, 430	\$970, 790
Italy	1, 991, 888	.....

The values are from official statistics of the several countries, none being available for Italy.

PARAGUAY.

The imports in 1896 were: Great Britain, £3,481; Germany, \$22,610; none from the United States or France.

CHILE.

The imports of textiles from Great Britain in 1895 were valued at nearly £700,000; those from the United States at \$682,542; from Germany, at \$2,832,200; from Belgium (1896), at \$150,400; from France (1896), \$1,216,200. There is no statement available as to local manufactures.

BOLIVIA.

The "Commercial Directory," above referred to, gives the value of imports of textiles, via the custom-house of La Paz, in 1895 as \$218,381: the imports of textiles via Mollendo, Peru, amounted to 376,977 kilograms (the kilo equals 2.2046 pounds). The imports through Antofagasta, Chile, were 2,820,713 kilos; through Tupiza, \$5,440. There is no statement as to local textile industries. The imports of cotton goods from the United States amounted to \$2,000 in 1896. Imports of textiles from Germany were valued in the same year at \$187,733. The imports from Great Britain, Belgium, and France are not given in the official statistics of those countries.

PERU.

A Belgian consular report says that there are two cotton factories in Peru. The Peruvian Cotton Manufacturing Company, limited, at Vitarte, has a capital of £130,000, and was founded in 1847. It manufactures ecru goods, and has an output of 2,500,000 meters (1 meter equals 1 yard and 3.37 inches) annually. The Fabrica de Tejidos de Algodon is at Ica. The capital is £10,000, and it is also employed in making ecru goods. There are three wool factories: The Santa Catalina, at Lima; the Lucre, at Cuzco, and the Urcon, in the department of Ancachs.

The imports of textiles in 1896 were: Great Britain, £687,354; Germany, \$994,462; Belgium, \$14,382; France, \$63,400; United States, \$141,861.

ECUADOR.

Cotton cloths, says the "Commercial Directory," are made in private houses and small workshops. There is a small woolen mill at Chillo. The imports of textiles in 1896 were: Great Britain, £284,684; Germany, \$235,858; France, \$7,070; United States, \$53,000.

TRADE MISCELLANY.

ARGENTINE REPUBLIC.

Railway Construction.

From official statistics it is learned that in the year 1897 there were opened to traffic in the Argentine Republic 588 miles of new railway, as compared with only 70 miles in 1896 and 304 miles in 1895. Of the lines completed in 1897, only 45 miles are narrow gauge. The activity in construction during the year is found to have been confined almost wholly to the southern provinces. The city of Buenos Ayres at present has 240 miles of tramway lines in operation.

The Quebracho Industry.

The attention of the tanners of the United States has not been drawn to the value of quebracho to the extent to which it is appreciated in Europe, where it is now systematically used by a large number of tanners. Quebracho grows in the greatest abundance in the Argentine, large quantities of it being also found in Paraguay. As an article of export its importance increases yearly, because its value as an ingredient to mix with other tanning solutions is being recognized by the trade. Its tanning properties, as compared with oak bark, is as follows: Quebracho, 12 per cent; oak bark, 10 per cent. The main expense in obtaining this wood is in its cutting and transport to point of embarkation. Being the hardest variety of wood known, its cutting necessitates the use of tools of a special quality. When used for tanning purposes, it is cut into blocks 5 or 6 feet long, and then sliced by a circular saw into pieces 3 inches in thickness. These sections are placed in a machine, wherein a steel plate studded with numerous teeth revolves with great rapidity, cutting up the quebracho into a coarse sawdust. It is then ready for use in tanneries.

BRAZIL.

Direct Trade with Italy.

The Chamber of Commerce of Milan, following similar action taken by the United States, Great Britain, and other countries, is endeavoring to increase direct trade between Italy and Brazil, and other countries of South America. From the "Moniteur Officiel du Commerce" (Paris), February 13, it is learned that Mr. MALDIFANI, Director of the Commercial Museums of Milan, will be dispatched to Brazil to study the best

means for making direct exportation of merchandise, instead of, as now, via Paris and Hamburg.

Boundary Line with French Guiana. During the month of February past the French Chamber named a commission for the examination of a law approved and concluded on April 10, 1897, between the French Government and the Government of Brazil, having for its object the final determination, by means of arbitration, of the boundary line between the Republic of Brazil and French Guiana. The personnel of the commission is as follows: Comte de LANJUINAIS, MESSRS. FLEURY-RAVARIN, ISAMBEARD, THÉOPHILE GOUJON, DELONCLE, ISAAC, SIBILLE, LE MYRE DE VILERS, FLOURENS, LEMOIGNE, and AUDIFFRED. M. LE MYRE DE VILERS was chosen president of the commission, and M. ISAAC secretary.

Reduction of Freight Rates on Flour. In a communication, dated Petropolis, January 28, 1898, Minister CONGER advises the Department of State that by a recent decree the freight discrimination against United States flour has been abolished. The reduction extends also to articles of first necessity, enumerated as follows: Wheat flour, rice, beans, meal, fresh vegetables, bacon, edible roots, raw sugar, and ordinary salt. The scale of rates and charges on the Central Railway of Brazil, which is specified in the decree, is: Up to 100 kilometers (62.41 miles), 90 reis per kilogram (0.012 cent per 2.2046 pounds); from 101 to 300 kilometers (186.4 miles), 60 reis per kilogram (0.008 cent per 2.2046 pounds); from 301 and above, 40 reis per kilogram (0.005 cent per 2.2046 pounds).

Light-house and Dock Dues. In accordance with the provisions contained in the budget for 1898, all vessels entering Brazilian ports will be required to pay the light-house and dock duties in gold instead of, as formerly, in the currency of the country. The extra tax of 10 per cent heretofore levied upon all vessels will in future be applicable to foreign ships only.

Tax on Bank Dividends, etc. By a decree, dated December 24 last, the tax of $2\frac{1}{2}$ per cent on the dividends of banks, stock companies, and societies established in Brazil, is applicable not only to such institutions as have their headquarters in the Federal capital, but to all such corporations doing business in the Republic.

CHILE.

Textile Manufacture. The President of the Republic has promulgated, under date of January 3, 1898, a decree which recently passed the National Congress, by which free entry is permitted of cotton yarns and of the tools and machinery necessary for their manufacture into cloth. This law, which has for its object the development of the textile industry in Chile will remain operative until 1920.

Shipment of American Coal and Coke. The "Manufacturer," published in Philadelphia, in its issue of March 5, 1898, states that a steel barque recently sailed from Baltimore for Coquimbo, with a cargo of coal and coke. The coke is to be used in copper and silver smelters in the neighborhood of

Coquimbo. It is stated that this is the first shipment of the kind to leave Baltimore for any Chilean port. The coal fields of southern Chile are very extensive, and have been worked on a considerable scale for a great many years, but notwithstanding this, the main supplies of coal are brought from England and Australia as ballast for vessels looking for return cargoes. The Chilean article is altogether bituminous and well adapted for ocean steamers, railroads, standing plants, and also for the manufacture of gas. One serious drawback to its production has been the lack of reliable native labor. Numerous experiments have been made of introducing European miners, but they have never met with any degree of success, foreign labor being found to be much more expensive than native.

Development of Magalanes.

According to a report made by Señor GUERRERO BACUÑAN, who was sent by the Government of Chile to report upon the trade conditions existing in the Territory of Magallanes, it is learned that there has been a remarkable development in that remote part of the republic. The commercial development began in 1877 with the introduction of 500 sheep from the Falkland Islands. Señor BACUÑAN now estimates the stock and improvements in the territory as follows: Cattle, \$615,360; horses, \$366,520; sheep, \$4,557,830; wire fencing, \$777,374; buildings, \$1,250,458, and industrial establishments, \$133,000. The exportation of wool in 1896 amounted to 3,205,663 pounds. In the same year 70,000 frozen mutton carcasses were exported, and it is stated on good authority that this latter industry promises a most important and profitable development.

Invoices and Bills of Lading.

Consul CAPLES, under date of Valparaíso, January 29, 1898, forwards to the Department of State the following regulations on the subject of invoices and bills of lading covering goods destined for Chilean ports:

(1) Bills of lading of vessels arriving at the ports of the Republic must be certified by Chilean consuls at the ports of departure.

(2) At the time of presenting detailed manifests in the custom-house, they must be accompanied by detailed invoices of the goods, certified by the respective Chilean consuls, or, in default of this, by the consul of a friendly nation. The consuls shall remit by first mail a copy of the certified invoices to the chief of customs in Valparaíso.

(3) The omission of the consular certificate in any of the documents mentioned in the preceding articles shall be punished by a fine of three times the value of the tariff established by the consular law of March 4, 1897, in its twentieth article, shall be recovered by the custom-house.

(4) This act shall go into effect three months after promulgation for consulates in South America and six months after for all others.

COSTA RICA.

Industrial and Financial Notes.

The Costa Rica line of steamers between New Orleans and Limon has been greatly improved by the acquisition of two new good and larger steamers, the *Alpes* and the *Andes*. They carry

the British flag, and will sail weekly, Fridays, from New Orleans and Limon respectively.

The Costa Rica Electric Light and Power Company having been organized in London with a capital of £130,000, the "New York Journal of Commerce" says in its issue of April 4 that the advices are that a general electric business will be carried on in that Republic. They propose to build a number of light railways and install electric lighting and power plants. As the undertaking was only concluded on the 10th ultimo no other particulars are available for the present. It is believed that on account of the proximity of Costa Rica to the United States, most of the material the company may require will be purchased in this market. Another advantage in favor of the American manufacturers of electrical machinery and material is the low price at which such goods are being turned out, and the high grade and reputation they enjoy. Three electrical plants are already established in Costa Rica, and the principal one has consolidated with the Costa Rica Electric Light and Power Company.

According to information published by the "London (England) Financial News," the funds required for the service of the Costa Rica external debt were ready in London since February last and the payment of interest due on April 1 was promptly made.

GUATEMALA.

Coffee Crop.

In a report dated March 5, 1898, Consul-General BEAUPRÉ gives the gratifying information that trade and commerce in Guatemala are reviving. The coffee crop will be very much larger than was expected and the price is advancing. Shipments from the ports up to this date have averaged considerably more than at the same time last year. The large coffee crop and higher prices insure an improved financial condition in the Republic.

MEXICO.

Opening of a New Railroad.

Under date of Ciudad Juarez, January 25, 1898, Consul CHARLES W. KINDRICK informs the Department of State of the formal inauguration of the Rio Grande, Sierra Madre and Pacific Railroad. The length of the line as at present operated is 150 miles, from the City of Juarez to Casas Grandes, in the State of Chihuahua. The road is projected to a point on the Gulf of California, in the State of Sonora. The enterprise originated some years ago with a party of United States capitalists, who own the principal interest. It opens up a section, rich in mineral and other resources, hitherto almost inaccessible. According to Consul KINDRICK, the lumber interest in the Sierra Madre Mountains is yet in its infancy and at present only supplies the local demand, but it is capable of immense development. The district from which the road draws produces annually about 100,000 head of cattle.

Sample Room for Products.

The Department of State is informed by United States Consul MAGILL, under date of January 20, 1898, that there is a room in the consulate at Tampico which could be used for exhibiting

samples of United States merchandise which are salable in the markets of Mexico, such as breadstuffs, soap, cutlery, writing paper, or other articles easily handled. "If manufacturers desire to take advantage of this," says Mr. MAGILL, "I will be glad to invite local merchants to call and examine the articles, and will personally represent their good qualities to the best of my ability. Of course, any charges for freight or delivery should be prepaid." The Department of State has approved of Consul MAGILL's suggestion, and has authorized him to carry it into effect as far as may be practicable, with the understanding that all expenses shall be defrayed by the firms sending samples, and that no expense whatever shall devolve upon the consulate. In anticipation of the action proposed by the National Association of Manufacturers to establish in Mexico, as elsewhere, permanent warehouses for the exhibition of American manufactures and products, the scheme as suggested by Consul MAGILL would seem to recommend itself to business men of the United States as preliminary and introductory to the work of the association.

New Capitol Building.

The "Semana Mercantil" of February 21, 1898, has the following notice: "The jury which has to pass upon plans submitted in competition for the new Legislative Palace, or Capitol, of Mexico is now holding its sessions. The personnel of the jury is as follows: Engineers (architects) selected by the competing architects—SANTIAGO MÉNDEZ, JUAN AGEA, RAMÓN AGEA, and ANTONIO M. AUZA; by the Senate Chamber—IGNACIO DE LA HIDALGA; by the Chamber of Deputies—EMILIO DÓNDÉ, and by the Department of Communications and Public Works—JOSÉ RAMÓN IBARROLA, who acts as secretary. Fifty-nine sets of plans have been submitted. No time has been set for the jury to make its awards."

Tin Deposits.

A correspondent in "Resources of Modern Countries," writing from Mexico, conveys the information that there exists in various portions of that Republic considerable deposits of tin, mostly of the Cornwall grade. These deposits are found in the States of Guanajuato, San Luis Potosí, and Sonora. In San Luis Potosí the granite rocks on the summit of the Sierra de la Estañera, in the mining district of Comanja, contain tin ore in abundance and very rich, some of it yielding, according to the correspondent, from 70 to 75 per cent of metal. In the State of Durango this metal is also found in very considerable quantities, which if properly worked could hardly fail to give large returns, the ores yielding 35 to 75 per cent of metal, mostly in the form of oxides.

Trade in Mahogany.

A writer in the "Furniture Worker," published in Cincinnati and Chicago, says that in consequence of a demand for more expensive styles of furniture than has prevailed for many years past, the market for mahogany is proportionately increased. A most excellent quality of this wood is obtained from Mexico—from Laguno and Tabasco. The forests there are very dense, and mahogany is found in abundance. The wood from Mexico is capable of exceptionally high polish and makes the handsomest furniture now on the market. Previous to the insurrection in Cuba the tough mahogany, such as is used for the rockers of chairs, came from that island,

but it is now obtained from Santa Ana, Mexico, and makes a very good substitute for the Cuban article. There is at present a great demand in the London market for this wood, and the prices realized are very high. Since June, 1896, the arrivals have been 2,412 logs from Honduras, 200 from Nicaragua, 492 from Tabasco, 852 from Africa, and 869 from Cuba.

PARAGUAY.

Demand for Decorticating Machinery. In a recent report to the Foreign Office, the British consul at Asunción, Paraguay, draws attention to the demand existing in that country for decorticating machinery. There is a variety of textile plants native in Paraguay, which only require proper preparation to be converted into marketable commodities. The *Caraqueta*, a species of wild pineapple, is one of many; it grows in profusion, and is at present going to waste. The same may be said with reference to ramie. The cultivation of this last named plant has been abandoned, owing to the imperfect machinery available for its development, although its growth in Paraguay has been most successful.

PERU.

United States Products. Consul DICKEY, writing from Callao, under date of January 12, 1898, states that the principal United States articles imported into Peru are refined petroleum, lumber, railroad ties, machinery (agricultural and mining), lubricating oil, lard, Florida water, paints, rope, turpentine, glassware, rosin, grease, tools, sewing machines, and a few bicycles. Pine lumber and railroad ties are the principal imports from the west coast, but the Consul quotes a large shipment of wheat, amounting to 125,358 bushels, which arrived from San Francisco during October, 1897. He reports this cargo as the only wheat imported into Peru from the United States in the last four years, Chile being the chief source of supply for Peruvian markets. The total imports of Chilean wheat into Peru during the year 1897 amounted to 22,613,723 kilograms (830,903 bushels). In the opinion of the Consul, the first thing to be done by the United States to gain the trade of Peru and the other countries on the Pacific coast of South and Central America is to establish a fast line of steamers from San Francisco.

URUGUAY.

Trade Conditions. Under date of Montevideo, February 4, 1898, United States Consul SWALM states that from the best obtainable information it is estimated that the wool clip of Uruguay, for the present season, will amount to 90,000 bales, of which 70,000 have been shipped almost wholly to European markets; 10,000 bales are yet in storehouse, and the remaining 10,000 bales unmarketed. The slaughter of cattle up to February 3 was as follows:

Number killed to that date.....	101,261
Number killed same period in 1897.....	162,882
Number killed same period in 1896.....	137,002

Consul SWALM reports the wheat crop as being the best harvested for years, and that the exportation to continental markets is just commencing.

Suppression of Extra Customs Duty. A law dated January 11, 1896, established for a period of two years in Uruguay certain new taxes, notably a supplementary duty of $2\frac{1}{2}$ per cent on all goods imported into the republic. This duty was abrogated on January 11, 1898, by the expiration of the time specified for its continuance.

VENEZUELA.

Brewery at Puerto Cabello. The United States Consul at Puerto Cabello states that owing to the recent establishment of breweries at Caracas, Puerto Cabello, and Maracaibo the importation of beer has reached a mere nominal figure, and in a very short time will cease entirely. Large quantities were formerly imported from the United States, England, and Germany. At Puerto Cabello a brewery having a capacity of 2,642 gallons in twenty-four hours has been built, containing the most improved machinery, and is making a most excellent quality of beer. The plant cost about \$200,000, and is owned entirely by German capitalists. Brazil has also embarked in this industry, a German stock company with a capital of \$3,500,000 having been organized at Porto Allegre, Rio Grande do Sul, for the purpose of erecting breweries.

WINE PRODUCTION OF THE AMERICAN REPUBLICS.

The following statement of the production of wine in the various countries on the American continent is taken from a report of the wine production of the world in 1897, with corresponding figures for 1896, published in a recent issue of the "Moniteur Vinicole":

	Gallons.	
	1897.	1896.
United States	25, 234, 000	14, 960, 000
Mexico	1, 320, 000	1, 546, 000
Argentine Republic	31, 680, 000	34, 980, 000
Chile	61, 600, 000	37, 460, 000
Brazil	8, 580, 000	10, 450, 000

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RELACIONES COMERCIALES EN AMÉRICA.—X.*

RIQUEZAS INTERIORES DE LAS ANTILLAS.

Ya en el BOLETÍN MENSUAL correspondiente al mes de octubre de 1897, se hizo referencia á las favorables condiciones que las Antillas ofrecen al comercio de los Estados Unidos, pues su posición geográfica hace muy fácil la comunicación entre los puertos norteamericanos y el inmenso archipiélago que se extiende desde las inmediaciones de la Florida hasta cerca de la costa de Venezuela. La extensión territorial de todas esas islas es como de 92,270 millas cuadradas y su población se calcula en unos cinco millones de habitantes.

El producto principal de las Antillas es el azúcar, al cual siguen en importancia el tabaco y el café, pudiendo decirse que hasta hace algunos años no existían otros que, desde el punto de vista comercial, merecieran mencionarse; pero de algún tiempo á esta parte se ha dedicado bastante atención á otra clase de productos, tales como cacao, maderas, ron, melaza, fibras vegetales, esponjas, carey, sal, cueros y frutas tropicales.

* El primero de esta serie de artículos, por el difunto Director JOSEPH P. SMITH, fué publicado en el BOLETÍN MENSUAL correspondiente al mes de julio de 1897. Se continuará la publicación de estos artículos, escritos por varios colaboradores y de conformidad con el plan adoptado por el mencionado Señor SMITH.

Las Antillas constituyen, como es bien sabido, una región agrícola por excelencia, y sus recursos industriales son bastante limitados. Lo que principalmente exportan son los productos del suelo, que, más ó menos fértil en todas las islas, es de una feracidad asombrosa en algunas de ellas, como Cuba, Puerto Rico, Jamaica y Haití. La extraordinaria riqueza de la gran Antilla española es proverbial, porque no solamente se dan en ella todos los productos de la América intertropical, sino que posee en su tabaco una verdadera especialidad, pues todos los esfuerzos que en otros países se han hecho no han sido bastantes para que se obtenga fuera de esa isla privilegiada el magnífico tabaco de la Vuelta Abajo. El café de Puerto Rico es muy famoso y no lo es menos el de Haití. La isla de Trinidad produce excelente cacao.

El tráfico de las Antillas con los Estados Unidos es ya muy considerable y es de esperar que siga desarrollándose más y más cada día. Si nos fijamos en las tablas que publicamos á continuación, tomadas de datos estadísticos del Ministerio de Hacienda de los Estados Unidos, se verá á cuanto ascendió el comercio entre la Gran República y las Antillas durante el año económico de 1896-97:

Importaciones.

Las Antillas:

Inglesas	\$12, 285, 885
Danesas	367, 289
Holandesas	96, 343
Francesas	9, 944
Haití	1, 460, 220
Santo Domingo	2, 369, 424
Islas españolas:	
Cuba	18, 406, 815
Puerto Rico	2, 181, 024

Exportaciones.

Las Antillas:

Inglesas	\$7, 808, 493
Danesas	519, 448
Holandesas	649, 971
Francesas	1, 665, 461
Haití	3, 554, 433
Santo Domingo	1, 045, 037
Islas españolas:	
Cuba	7, 599, 757
Puerto Rico	1, 964, 850

Las Antillas británicas mantienen un gran comercio con los Estados Unidos, adonde envían la mayor parte de sus productos

y de donde reciben casi todo lo que necesitan. Refiriéndose á las condiciones del tráfico en Jamaica, el Cónsul de los Estados Unidos en Kingston, Mr. ECKFORD, dice, en una comunicación que fué publicada en las "Commercial Relations of the United States" correspondientes á 1895 y 1896, lo que sigue:

"En contestación á la circular de ese Departamento de 8 de julio de 1896, tengo la honra de manifestar que ha habido un crecimiento constante en lo que esta isla importa de los Estados Unidos, y, juzgando por lo que se ve, al aumento continuará.

"El haber mejorado las comunicaciones entre esta isla y los Estados Unidos, dando por resultado una reducción en el precio de los fletes; los esfuerzos de los fabricantes, exportadores y otros hombres de negocios para hacer conocer los productos americanos en las Antillas por medio de anuncios ó valiéndose de agentes responsables y activos, ó de otra manera; todo ha contribuido á dar incremento al comercio, y es claro que el espíritu de empresa y la energía de los comerciantes de los Estados Unidos, de quienes puede afirmarse que solo últimamente han comprendido que existe aquí un buen mercado para sus productos, resultarán en mayor desarrollo de las relaciones comerciales."

Los medios de comunicación interior en las diferentes Antillas se encuentran por lo general á la altura de las necesidades del comercio. En Cuba, las principales poblaciones están unidas por ferrocarriles. En Jamaica hay también algunas millas de vía férrea, así como en Trinidad, Barbada, Puerto Rico y en la República Dominicana; pero el tráfico se hace en su mayor parte por agua, aunque existen también buenas carreteras en algunas de las islas.

Hay en las Antillas numerosos y excelentes puertos, algunos de los cuales figuran entre los primeros de América. Las comunicaciones entre dichos puertos y los de los Estados Unidos son buenas y frecuentes. Hablando de Jamaica, dice á este respecto el Cónsul ECKFORD, en el informe ya mencionado, lo que sigue:

"Jamaica tiene 42 puertos abiertos al comercio extranjero, de los cuales los principales son Kingston, Port Antonio, Montego Bay, Black River, Savanna la Mar, St. Anns Bay, Falmouth, Milk River, Lucea, Morant Bay, Annotto Bay y Port María. Durante el año, han salido de los puertos de la isla 1,168 embarcaciones, ó sea 32 más que el año anterior. De estas embarca-

ciones, 698 fueron vapores y 470 veleros. Pertenecían á los Estados Unidos 162, y de éstos 82 fueron buques de vapor y 80 de vela, con un porte total de 75,052 toneladas, mostrando un aumento de 35,711 toneladas sobre el año pasado. Los medios de transportes entre esta isla y los Estados Unidos son excelentes. La compañía inglesa conocida con el nombre de "Atlas Steamship Company," tiene vapores que hacen viajes semanales de ida y vuelta entre Nueva York y Kingston. Cuenta dicha compañía con 8 buques de vapor en este tráfico. * * * La línea "KERR," inglesa, tiene varios barcos que se dedican principalmente al comercio de frutas y que corren entre los diferentes puertos de la isla y Nueva York. La "Boston Fruit Company," corporación americana, dispone de 12 buques, algunos propios y otros fletados, con un porte que varía de 381 á 1,440 toneladas, y que se emplean en el tráfico de pasajeros y en el de frutas, haciendo viajes de Port Antonio, que es la estación principal, Kingston, Annoto Bay, Buff Bay, Hope Bay, Port Morant y otros puntos, á Nueva York, Filadelfia, Boston y Baltimore. Los vapores de la "West Indian and Pacific Line" corren dos veces al mes de la ciudad de Kingston á Nueva Orleans, haciendo escala en algunos puertos mexicanos. La "Independent Line" ha comenzado últimamente á hacer viajes de ida y vuelta con sus buques entre Nueva York y Kingston. Se dedican éstos principalmente al tráfico de frutas. Hay muchas vapores ventureros ó sin escala fija que corren entre los puertos de la isla y los de los Estados Unidos."

Los principales puertos de Cuba están en comunicación por vapor con los Estados Unidos, y las siguientes líneas de navegación merecen mencionarse: la "New York and Cuba Mail Steamship Company," la "Munson Steamship Line," y la "Compañía Trasatlántica Española." Santo Domingo y Haití tienen también buenos medios de comunicación con los Estados Unidos por vapores y veleros. Otro tanto puede decirse de las Antillas francesas, holandesas y danesas.

Como era de esperarse, dada la posición geográfica de las Antillas respecto de los Estados Unidos, las transacciones mercantiles entre este país y aquellas islas son de gran importancia y su tendencia es á crecer rápidamente. Con las colonias españolas de Cuba y Puerto Rico, y especialmente con la primera, el tráfico de los Estados Unidos ha sido muy notable, pues ha ascendido á no

menos del noventa por ciento del comercio total de la gran Antilla.

Según el "Statesman's Year Book" para 1897, casi todo el tabaco y casi la mitad de los cigarros que se exportan de Cuba vienen á los Estados Unidos. La misma autoridad asegura que de las 832,431 toneladas de azúcar que salieron de la isla en 1895, se introdujeron en los Estados Unidos 769,962. El tráfico de la Gran República con las Antillas inglesas es considerable, pues, como se dijo atrás, la mayor parte de los productos de éstas viene á los mercados americanos y en ellos también se proveen aquellas colonias de lo que necesitan. Jamaica, que es la primera de todas ellas por su extensión, riqueza y población, importa de los Estados Unidos una gran cantidad de artefactos, cantidad que en 1896 representaba el 33.9 por ciento de la importación total de artículos manufacturados. En cuanto á las sustancias alimenticias que se introducen en la isla, la mayor parte va de los Estados Unidos, pues, según el Cónsul ECKFORD (véanse las "Commercial Relations of the United States" para 1895 y 1896, página 519), de los \$3,870,716.03 que esa importación representó en el año económico de 1895-96, correspondieron á este país \$2,429,294.91.

El comercio de los Estados Unidos con las Antillas francesas aunque es ya de consideración, no ha llegado aún á su completo desarrollo, y á este respecto conviene citar lo que dice el Cónsul americano, Mr. TUCKER, en un informe que dirigió de St. Pierre, Martinica, el 8 de octubre de 1896, y que fué publicado en las "Commercial Relations of the United States" correspondientes á 1895 y 1896. He aquí como se expresa el citado funcionario:

"En una entrevista reciente que tuve con el Corregidor de St. Pierre, este señor se quejó de la imposibilidad de obtener informes exactos valiéndose de catálogos que vienen impresos en inglés, porque ninguno de los empleados de la municipalidad conoce dicha lengua. Aludió especialmente á las bombas de incendio, que la ciudad, según él me manifestó, desea comprar, y al mismo tiempo me dijo que desearía tener un catálogo y una lista de precios en francés de toda clase de efectos de escritorio, agregando que el envío de esas publicaciones en inglés, como constantemente se hace, es un gasto innecesario.

"Sería bueno hacer presente á los industriales y comerciantes de los Estados Unidos la conveniencia de mandar á esta isla catálogos

y listas de precios en francés, como un medio para introducir aquí las manufacturas americanas, dándolas á conocer mejor de lo que se conocen en la actualidad. También se puede aconsejar para el mismo objeto el envío de agentes comerciales que sean hombres de inteligencia y educación, así como conocedores de lenguas extranjeras, á fin de que visiten esta isla y otros lugares donde se habla francés. De otra suerte, la venida de dichos agentes tiene que ser estéril en sus resultados. Cuando pienso en los esfuerzos que hacen otras naciones, especialmente Alemania, para educar jóvenes que se dediquen á ese importante trabajo, y observo el buen éxito alcanzado, no puedo menos de hacer presente á mis conciudadanos la necesidad que hay de fijarse en esta materia, hallándonos, como nos hallamos, en una época de competencia y de esfuerzos constantes para mejorar los medios de atraerse el comercio de los países extranjeros. He visto en esta isla agentes comerciales de los Estados Unidos que no podían hablar francés y que, por consiguiente, no hacían negocios de ninguna clase, mientras que otros versados en esa lengua y entendidos en su oficio, obtenían grandes ventajas para las casas que representaban."

Las Antillas danesas y holandesas son las menores de todas y su comercio es naturalmente proporcionado á su tamaño. El tráfico que mantienen con los Estados Unidos es, sin embargo, de bastante importancia. Al hablar de las importaciones y exportaciones en St. Thomas, el Cónsul STEWART, en un informe dirigido con fecha 5 de setiembre de 1896, y que se publicó en las "Commercial Relations of the United States," para 1895 y 1896, se expresa así:

"Ha habido una disminución en las importaciones de Inglaterra, Francia y Alemania durante el año económico que terminó el 30 de junio de 1896, mientras que las importaciones de los Estados Unidos han aumentado en más de \$40,000. * * *

"Las exportaciones tuvieron un valor de cerca de \$60,000, y de esta cantidad, \$37,987 fueron á los Estados Unidos."

La colonia holandesa de Curazao tiene, en proporción á su tamaño, un comercio de consideración con los Estados Unidos; pero es claro que mucho se prodría hacer para aumentarlo, y acerca de esto, el Cónsul americano, Mr. JERVIS SPENCER, dice, en un informe publicado en las "Commercial Relations of the United

States," correspondientes á 1895 y 1896, lo que á continuación se leerá

"Si se exhibieran aquí muestras de manufacturas americanas, junto con las listas de precios, y se las comparara con las europeas, es seguro que las primeras serían preferidas y que se establecería un tráfico con tendencias á crecer de día en día. Yo aconsejaría que dichas muestras fueran puestas en exhibición en un edificio, á fin de que los fabricantes de los Estados Unidos pudieran con poco costo vender sus manufacturas á los comerciantes de por acá."

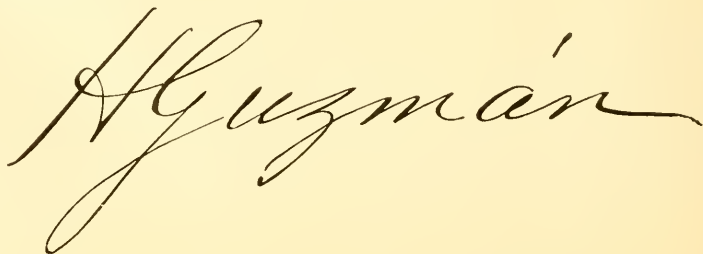
El Cónsul SPENCER aconseja, á semejanza de lo que han hecho otros, el envío de agentes comerciales que conozcan la lengua, los gustos y las costumbres del país.

Al considerar el desarrollo á que puede llegar el tráfico de los Estados Unidos con las Antillas, lo primero que salta á la vista es la proximidad de estas islas al litoral de la Gran República. Las montañas de Cuba casi se descubren desde la Florida. De Nueva York á Kingston, Jamaica, la distancia es de 1,820 millas, siendo mucho menor á Haiti. Situadas las Antillas en el derrotero que siguen los vapores y veleros que se emplean en el comercio entre los Estados Unidos y la costa de la América Central y del Sur sobre el Atlántico, es indudable que á medida que se desarrollen las relaciones comerciales de las tres secciones de este continente, el tráfico entre las islas del Caribe y los mercados del norte tendrá necesariamente que tomar mayor incremento. Las fábricas americanas pueden proveer á todo el archipiélago de cuantas manufacturas han menester sus habitantes, y la competencia de las naciones del Viejo Mundo será imposible el día que los comerciantes de los Estados Unidos, acomodándose á las exigencias de los mercados antillanos, adopten el método comercial seguido por los países europeos, principalmente Alemania, y que consiste, ante todo, en estudiar, por medio de agentes activos y bien educados, los usos, las costumbres y aun los gustos peculiares de los pueblos con los cuales trafican.

La reconstrucción de la marina mercante de los Estados Unidos es una necesidad imprescindible ante las exigencias del comercio exterior. No hay razón para que los armadores americanos no puedan competir con los de Europa en la industria de transportes por agua, sobre todo, tratándose de los países de este continente, y, sin embargo, es un hecho innegable y sorprendente que la mayor

parte de las mercancías que se introducen á los puertos de la América latina llega en barcos de nacionalidad europea. En los astilleros americanos se construyen buques tan buenos como los que se hacen en Inglaterra, y es una verdad reconocida que en épocas pasadas la marina mercante de los Estados Unidos llegó á sobrepasar á la inglesa. A ponerla otra vez en esas condiciones deberían dirigirse los esfuerzos de cuantos aspiran á ver á la Gran República dominando sin competencia alguna en todos los mercados del Nuevo Mundo.

A medida que la marina mercante de los Estados Unidos se levante á la altura á que debe necesariamente llegar, se hará más fácil el crecimiento del tráfico de este país con los demás de América. Es un hecho reconocido por todas las grandes potencias del mundo que nada es tan favorable al comercio de un país como el poder enviar sus productos al extranjero amparados por su propia bandera, y á esto se debe indudablemente en gran parte la posición prominente que la Gran Bretaña ha ocupado por largo tiempo respecto de las otras naciones mercantiles. Bien conocidos son los esfuerzos que Francia y Alemania han hecho y siguen haciendo en beneficio de su marina mercante. En los Estados Unidos se comprende perfectamente la importancia de que el comercio americano disponga de mejores medios de transportes á fin de que los exportadores de este país dejen de pagar tributo á empresas de navegación extranjeras. Siendo la Gran República la primera nación industrial del mundo y contando en ambos mares con numerosas y excelentes puertos, natural es que posea una marina mercante proporcionada á las necesidades de su tráfico, y la tendrá. Mucho se ha adelantado y sigue adelantándose en este sentido, pero aun queda bastante por hacer. Día vendrá, sin embargo, y todo parece indicar que ya se acerca, en que la bandera americana, flotando sobre barcos mercantes americanos, se ofrecerá á los ojos del viajero, como hoy se presenta la inglesa, en todos los puertos de América.

A large, elegant handwritten signature in dark ink, which appears to read "H. H. Guzmán". The signature is written in a cursive style with long, sweeping strokes.

REPÚBLICA ARGENTINA.

INDUSTRIA AZUCARERA DE TUCUMÁN EN 1896-97.

La producción de azúcar en la provincia de Tucumán ha seguido durante el pasado año fiscal, el desarrollo creciente de que se ha hecho mérito en anteriores informes. La cosecha de 1896-97 ascendió á 135,606 toneladas. La producción de los cinco años precedentes fué como sigue:

Años.	Toneladas.
1891-92	45,000
1892-93	40,000
1893-94	55,000
1894-95	74,000
1895-96	103,000

Durante el año de 1896-97 se encontraban moliendo treinta y cuatro ingenios, cinco de los cuales, cuyos dueños son franceses, produjeron 23,000 toneladas; dos, cuyos dueños y administradores son hijos de franceses, ciudadanos de la Argentina, produjeron 8,000 toneladas, y tres, cuya producción total fué de 22,500 toneladas, son de la propiedad de una compañía alemana. Además de estos ingenios, hay uno español que produce 9,000 toneladas, uno sueco y uno americano que hacen una zafra de 1,600 y 2,154 toneladas, respectivamente. Los veinte y un ingenios restantes son de la propiedad exclusiva de argentinos.

Estos ingenios han recibido de Francia toda su maquinaria, con excepción de los tres ingenios alemanes, el americano y otro más, los cuales han comprado su maquinaria en Inglaterra.

Se espera que la zafra de 1897-98 será de más de 150,000 toneladas. Por consiguiente el mercado de la Argentina puede considerarse, desde ahora, como cerrado á los azúcares europeos, con excepción de algunas pequeñas cantidades de azúcar refinado, introducidas para el uso de ciertos consumidores ricos.

Los anteriores datos se refieren sólo á la provincia de Tucumán. La producción de azúcar en las provincias vecinas de Salta, Jujuy, El Chaco y Corrientes, ascendió en 1895 á 15,000 toneladas, según un informe oficial. En Santa Fe, Formosa y Santiago, la zafra del mismo año fué de 9,000 toneladas.

COSECHA DE CEREALES.

El "South American Journal" de 19 de marzo, publica la siguiente comunicación sobre la cosecha de cereales. Dicha comunicación está escrita por Mr. WILLIAM GOODWIN, miembro de la inspección de granos del rio de la Plata, y está fechada en Buenos Aires el 14 de febrero de 1898.

Una producción deficiente de trigo ha tenido lugar en muchos puntos de la República Argentina, según informes, y se cree que la exportación total del río de la Plata no excederá de 5,000,000 de cuartales, á pesar de haber habido en el Uruguay una cosecha abundante, de buena calidad; pero si la copiosa escarcha del 8 de noviembre, cuando la planta estaba en flor, se hubiese demorado una semana más, se habría duplicado probablemente la cantidad destinada á la exportación, pues el daño ocasionado por la langosta no fué de importancia y el mayor daño ocasionado por la seca tuvo lugar en los distritos en que ésta se presentó despues de las cosechas. La calidad del grano será varia, y las copiosas lluvias que han caído últimamente han causado daño considerable en muchas rimas que no están trilladas todavía.

La cosecha de linaza es muy escasa y es dudoso que la exportación exceda de 100,000 toneladas, de calidad mediana.

La cosecha de maíz promete ser muy grande, y no hay mayores temores de que sea dañada por la langosta en las pocas semanas que faltan para que aquella planta entre en el período de madurez.

BRASIL.

INDUSTRIA DEL CAFÉ EN EL BRASIL.

Mr. JOHN H. KEOGH, representante de una de las principales casas importadoras de café de los Estados Unidos, que ha vivido en el Brasil por muchos años, y que está perfectamente impuesto del estado de la industria cafetalera en el Brasil y otros países, dá en una entrevista que se publicó en el "Wholesale Grocer," los siguientes datos sobre la producción actual de café en el Brasil.

Dice que la cosecha que habrá de venderse de junio de 1897 á junio de 1898, alcanzará cerca de nueve y medio millones de sacos, de los cuales tres y medio millones serán embarcados para Rio y seis millones para Santos.

El gran aumento sobre la producción del año pasado se atribuye al rendimiento de los nuevos cafetales del distrito de Santos (Estado de São Paulo). Muchos de los cafetales que exportan

sus productos por el puerto de Rio, son muy viejos, y ya no producen tan abundantemente como antes. Los métodos que están en boga en São Paulo para el cultivo y tratamiento del café, son más modernos que los que se emplean en la mayor parte de los distritos contiguos á Rio.

En cuanto á los prospectos del año que viene, las opiniones difieren grandemente, dice Mr. KEOGH, pero según presupuestos moderados, la cosecha será algo menor que la de 1897-98. Los bajos precios que han prevalecido en meses pasados disminuyen necesariamente los esfuerzos de los plantadores en la producción de un artículo que sólo deja un provecho reducido. Los plantadores están acostumbrados á realizar grandes ganancias, y el precio actual de aquel producto ha ocasionado muy desalentadores efectos.

En el Estado de São Paulo hay un número considerable de excelentes cafetales cuyos dueños son brasileros, y hay también otros extensos cafetales explotados por alemanes, pero hasta el presente, los ciudadanos de los Estados Unidos no se han dedicado en grande escala al cultivo del café. Los trabajadores empleados en las plantaciones son, en su mayor parte, portugueses é italianos. Se trató, hace tres años, de introducir chinos, pero este plan no obtuvo éxito. Se trajeron 300 ó 400 chinos que se emplearon en las plantaciones, pero poco después se dejó que se fueran para las ciudades. La cuestión del trabajo adaptable á esta clase de cultivo está todavía pendiente de solución en el Brasil.

Por vía de suplemento y confirmación al informe de Mr. KEOGH, diremos que la "Associação Commercial" celebró una reunión en Santos el día 1º del corriente con el objeto de recibir los informes de las comisiones nombradas para calcular el importe de la cosecha que habrá de venderse en Santos. Estas comisiones, después de visitar los distritos cafetaleros que les fueron asignados, calcularon que la producción total de Santos sería de 4,250,000 sacos.

Se acordó en la junta que estas cifras se telegrafiasen á Lóndres, Hamburgo, Havre, y Nueva York, y se acordó además que se tomase igual acuerdo todos los años.

El "Rio News" del 8 de febrero dice, refiriéndose á esta materia:

Aunque no es nuestro deseo discutir el informe de la comisión de Santos sobre la próxima cosecha de café, conviene recordar que varios de los miembros de las

diversas comisiones, son plantadores al mismo tiempo que “comisionados” y exportadores. Puede considerarse, por consiguiente, que este informe representa los intereses de los plantadores, á quienes conviene que las cosechas se estimen lo más bajo que sea posible.

El “American Grocer” de 9 de marzo, publica la siguiente estadística de las remesas de café de julio 1º de 1897, á marzo 7 de 1898, y dá también el importe de las remesas por iguales períodos de los dos años anteriores:

	1898.	1897.	1896.
	<i>Sacos.</i>	<i>Sacos.</i>	<i>Sacos.</i>
Recibidos en Rio.....	3, 378, 000	2, 704, 000	1, 890, 000
Recibidos en Santos.....	5, 215, 000	4, 241, 000	2, 676, 000

COLOMBIA.

TERMINACIÓN DEL MUELLE DE LA BOCA.

En una comunicación de fecha 3 de febrero de 1898, el Canciller del Consulado de los Estados Unidos en Colón, Mr. MURPHY, dá cuenta al Departamento de Estado de la terminación del muelle de La Boca, punto terminal del Canal de Panamá por el lado del Pacífico. Se consideró necesaria la construcción de aquella obra para obviar los obstáculos que presentaban las grandes mareas en el puerto de Panamá que excedían de veinte y cinco pies, y dejaban ver el fondo del mar por una milla ó más, desde la orilla, en la mayor baja mar.

Según Mr. MURPHY, es opinión general que esta obra alcanzará un éxito completo, pues los buques de mayor tamaño podrán cargar y descargar en el muelle, en vez de hacerlo como antes, por medio de lanchas en la rada abierta.

En un informe presentado por M. BONARDEL, Presidente de la Directiva de la Nueva Compañía del Canal de Panamá, en una junta de accionistas celebrada en Paris el 28 de diciembre de 1897, se consigna que la terminación del puerto y del muelle de La Boca es uno de los principales trabajos entre los emprendidos por la compañía durante el año pasado, y que su principal objeto es facilitar á la Compañía del Ferrocarril de Panamá el trasbordo de mercancías más rápidamente y con menos gastos que antes, de

manera que pueda competir ventajosamente con varios ferrocarriles trascontinentales y con la trasportación marítima por el Estrecho de Magallanes.

Se han terminado catorce millas del canal á partir del extremo de Colón, y seis millas desde el de Panamá; pero la mayor y más difícil parte de la empresa, ó sean las obras necesarias para cruzar la cordillera Culebra y prevenir las inundaciones del río Chagres, no se ha terminado todavía.

CONSTRUCCIÓN DE FERROCARRILES.

El Chargé d'Affaires de Inglaterra en Bogotá ha comunicado á la Oficina de Relaciones Exteriores que el gobierno de Colombia ha celebrado un contrato con el Señor Don FRANCISCO J. CISNEROS, para la prolongación del ferrocarril de Bolívar. Según los términos del contrato, el Señor CISNEROS queda autorizado para construir y poner en estado de explotación un ferrocarril desde Barranquilla, ó desde cualquier otro punto del camino entre Barranquilla y Puerto Colombia, hasta Sabanalarga ó Usiacuri.

La entrevía será de 3 pies $3\frac{1}{2}$ pulgadas, y el peso mínimo de los rieles de 35 libras por yarda. En la conducción de los trabajos se tendrá en cuenta el carácter permanente de la obra, y se construirá suficiente número de estaciones, almacenes y otras pertenencias.

También se ha celebrado un contrato con Don ALBERTO J. ROCA para la construcción de un ferrocarril desde Ocana hasta el río Magdalena. Esta línea será de vía estrecha, con pendientes que no excedan de tres por ciento, y con curvas cuyo radio no baje de 328 pies. En la construcción y explotación de esta línea, el contratista queda obligado á satisfacer todas las necesidades del tráfico.

COSTA RICA.

LA "ABANGARES MINING SYNDICATE, LTD."

El Congreso aprobó, el 23 de febrero del año corriente, el contrato celebrado entre el Ministro de Hacienda y la Compañía inglesa conocida con el nombre de "The Abangares Mining Syndicate, Ltd." Esta corporación se compromete á explotar la región minera de Abangares, en la provincia de Guanacaste. La

compañía estará exenta durante cincuenta años de todo impuesto nacional que en adelante pudiera establecerse, salvo lo que se dispone en otra parte del mismo decreto. También estará exenta por el mismo período del pago de derechos de importación sobre la maquinaria y otras cosas que introduzca para sus trabajos. Si la compañía usa sus propios muelles para la introducción de los objetos exentos de derechos, no pagará muellaje; pero si se vale de los muelles del Gobierno, tendrá que satisfacer dicho impuesto. Se entiende que la exención de derechos y otros impuestos es solamente sobre artículos que la compañía introduzca con el objeto exclusivo de explotar y conservar las vetas minerales. Sobre el producto bruto de la empresa la compañía pagará un impuesto anual del uno por ciento durante los primeros veinticinco años del contrato, y del dos por ciento, también anual, sobre el mismo producto bruto, durante los veinticinco años subsiguientes. En cuanto á los impuestos municipales, la compañía pagará aquéllos de carácter general hoy establecidos, ó que en adelante se establezcan.

La compañía tendrá el derecho de construir los muelles, tranvías y ferrocarriles, y de instalar los telégrafos y teléfonos que considere necesarios para el servicio de la empresa. La compañía se obliga á transportar gratis en sus ferrocarriles y tranvías á los funcionarios públicos, así como los pertrechos de guerra nacionales; á conceder el uso gratuito de sus muelles para todos aquellos objetos pertenecientes al Gobierno; á transmitir gratis por sus líneas telegráficas y telefónicas los despachos oficiales; á invertir en Costa Rica, para la instalación de su empresa, no menos de cincuenta mil libras esterlinas. La compañía podrá traspasar á una ó varias personas ó compañías los derechos que se le conceden por el contrato; pero no podrá traspasarlos ni admitir como socios á gobiernos extranjeros. La duración del contrato es de cincuenta años, contados desde la fecha en que sea aprobado por el Congreso. El contrato caducará, si la compañía no empezare sus trabajos dentro de los seis meses siguientes á la aprobación de este convenio; si comenzados los trabajos, estos se suspendieren por tres años consecutivos; si la compañía se negase á pagar al Gobierno el tanto por ciento de que se habla atrás.

Como garantía de que los trabajos comenzarán dentro del término estipulado, la compañía depositó diez mil pesos, moneda

de Costa Rica, en el Tesoro Público, cantidad que pertenecerá de hecho al Gobierno si los trabajos no comenzaren dentro del referido tiempo.

ECUADOR.

CULTIVO DEL HULE.

El Cónsul-General PERRY DE LEÓN, envía de Guayaquil al Departamento de Estado, con fecha 26 de febrero, un informe relativo al cultivo del hule en el Ecuador. De dicho informe, extractamos lo siguiente.

El cultivo del hule en el Ecuador es una nueva industria; hasta el presente, la goma elástica se ha extraído de árboles que se dan silvestres en los bosques, pero la manera descuidada en que se ha llevado á cabo aquella operación, ha dado por resultado la destrucción del árbol. En algunas regiones remotas hay todavía grandes bosques que por razón de su inaccesibilidad y por falta de medios de transporte permanecen intactos.

Trátase de obtener del gobierno una concesión de ocho años para la explotación de la goma y la quia en la provincia de Tungurahua, en una extensión de terreno de 8 á 10 leguas cuadradas. Los principales productos de la República son cacao y café, pero se espera que la atención de que actualmente es objeto el cultivo del hule, dé á esta industria tanta importancia como la que aquéllas tienen.

El Cónsul-General DE LEÓN dice que el Ecuador produce en abundancia toda clase de árboles gomeros, y que los de mejor calidad se encuentran en las regiones mas templadas de los trópicos. El árbol da su mayor rendimiento á una temperatura de 64° Fahrenheit; á una temperatura más baja la goma se solidifica, la incisión se cierra y el flujo del líquido queda paralizado.

El Ecuador tiene inmensas extensiones de tierra propia para al cultivo del hule, que se pueden obtener á precio de bagatela. Dice el Cónsul-General en su informe:

Yo estoy seguro de que el Presidente ALFARO recibirá con júbilo la inmigración y el capital americanos. Los inmigrantes encontrarían medios bastantes de subsistencia, mientras los árboles alcanzan un período de madurez. En este país la vida es muy barata; casi todo se da expontáneamente; la alimentación se

obtiene á un costo casi nominal y se necesita muy poca ropa. Si se llevara á cabo el proyecto de ferrocarril á Quito, podrían utilizarse inmensos bosques de hule que al presente están demasiado remotos para la explotación.

GUATEMALA.

LEYES DE MARCAS DE FÁBRICA Y DE PATENTES.

A continuación publicamos los artículos principales de las nuevas leyes de marcas de fábrica y de patente, emitidas en Guatemala el 23 de noviembre de 1897 y el 17 de diciembre del mismo año, respectivamente:

LEYES DE MARCAS DE FÁBRICA.

ARTÍCULO 1º. Son marcas de fábrica, de comercio é industriales, las denominaciones de los objetos ó los nombres de las personas, bajo una forma particular, los emblemas, los monogramas, los grabados ó estampados, los sellos, viñetas y relieves, las letras y números con dibujo especial, los envases ó envoltorios de los objetos y cualquier otro signo con que se quiera distinguir los artefactos de una fábrica ó los objetos de un comercio.

ARTÍCULO 2º. La marca puede ser colocada sobre los envases ó envoltorios ó sobre los mismos objetos que se quieren distinguir.

ARTÍCULO 3º. No se consideran como marcas de fábrica, de comercio é industriales:

- 1º. Las letras, palabras, nombres ó distintivos que use ó deba usar el Estado;
- 2º. La forma que se dé á los productos por el fabricante;
- 3º. El color de los productos;
- 4º. Los términos ó locuciones que hayan pasado al uso general;
- 5º. Las designaciones usualmente empleadas para indicar la naturaleza de los productos, ó la clase á que pertenecen; y
- 6º. Los dibujos ó expresiones contrarias á la moral.

ARTÍCULO 4º. La propiedad absoluta de la marca, así como el derecho de oponerse al uso de cualquiera otra, que pueda producir directa ó indirectamente confusión entre los productos, corresponderá al industrial ó comerciante que haya llenado los requisitos exigidos por esta ley.

ARTÍCULO 5º. La propiedad exclusiva de la marca sólo se adquiere con relación á industrias de la misma especie.

ARTÍCULO 6º. El empleo de la marca es facultativo. Sin embargo, podrá ser obligatorio cuando necesidades de conveniencia pública lo requieran.

ARTÍCULO 7º. La propiedad de una marca pasa á los herederos y puede ser transferida por contrato ó por disposición de última voluntad.

ARTÍCULO 8º. La cesión ó venta del establecimiento comprende la de la marca, salvo estipulación en contrario, y el cesionario tiene el derecho de servirse de la marca que lo designe, aunque ella sea nominal, de la misma manera que lo hacía

el cedente, sin otras restricciones que las que sean impuestas expresamente en el contrato de venta ó cesión.

ARTÍCULO 9º. El contrato de transferencia de una marca, deberá hacerse inscribir en la Oficina en que está registrada, para adquirir los derechos que confiere esta ley, para las marcas registradas.

ARTÍCULO 10º. Sólo será considerada marca registrada, para los efectos de la propiedad que acuerda esta ley, aquélla por la cual la Oficina haya hecho la correspondiente inscripción.

ARTÍCULO 11º. La protección de los derechos de fabricante, comerciante ó industrial, respecto al uso exclusivo de la marca, sólo durará diez años, que podrán ser prorrogados indefinidamente por otros términos iguales, llenándose nuevamente las formalidades establecidas y abonándose en cada vez el impuesto que fija el artículo 22.

ARTÍCULO 12º. Los particulares podrán adoptar para los productos de sus fábricas ó industrias permitidas por la ley, las marcas, nombres propios y distintivos que estimaren adecuados, exceptuando únicamente:

1º. El escudo de armas de la República ó de cualquier otro país, salvo que se presente autorización del respectivo Gobierno;

2º. El retrato de cualquiera otra persona distinta del fabricante, comerciante ó industrial, sin su previo consentimiento; y

3º. Los distintivos que den lugar á confusión con otras marcas registradas.

ARTÍCULO 13º. Todo el que deseara obtener la propiedad de una marca de fábrica, de comercio ó de industria, deberá solicitarla ante la Secretaría de Estado en el Despacho de Fomento.

ARTÍCULO 14º. La solicitud para obtener una marca se formulará en papel de á veinticinco centavos, y deberá ir acompañada:

1º. De dos ejemplares de la marca, ó del signo distintivo del que se quiera hacer uso;

2º. De una descripción, por duplicado, de la marca ó del signo, si se trata de figuras ó de emblemas, debiendo indicarse la clase de objetos á que estén destinados, y si van á aplicarse á productos de una fábrica ú objetos de comercio;

3º. De un recibo en que conste haberse depositado en la Tesorería Nacional el impuesto establecido por el artículo 22; el cual se devolverá en caso de declararse improcedente el registro de la marca; y

4º. De un poder en forma, en caso de que el interesado no se presente personalmente.

ARTÍCULO 15º. Si la marca contuviere alguna contraseña y los interesados quisieren hacer reservada referencia de ella, lo verificarán en un pliego cerrado y lacrado con un sello, que sólo podrá abrir el Juez respectivo, en caso de litigio ó acusación criminal.

ARTÍCULO 16º. Al pie de las solicitudes se hará constar la fecha y hora en que se presentaren, por medio de una razón firmada y sellada por el Subsecretario del ramo; y el interesado tendrá derecho á que se le dé recibo de la solicitud, con expresión de la hora en que la presentó.

ARTÍCULO 17º. El derecho de prelación para la propiedad de una marca, se decidirá por el día y hora en que sea presentada la solicitud á la Oficina.

ARTÍCULO 18º. La solicitud sobre propiedad de una marca se mandará publicar, por él termino de un mes, en el periódico oficial, y se pasará después á la "Oficina de Marcas" para que informe. Si no se hubiere presentado oposición, ni fuere desfavorable el informe, se emitirá acuerdo gubernativo ordenando el registro de la marca. Con tal fin se remitirá el expediente original y la muestra á la "Oficina de Marcas," para que se haga el registro en forma; se tome razón al pie de las diligencias, del número, folio y libro del registro, y se archive, para constancia de la operación practicada. La certificación de la inscripción, acompañada de uno de los ejemplares de la marca registrada, servirá al industrial de título de propiedad de la respectiva marca.

ARTÍCULO 19º. En caso de oposición ó informe desfavorable á la solicitud de registro de una marca, se oirá al Ministerio Público, y en seguida se resolverá lo procedente, si no hubiere nuevas diligencias que practicar.

ARTÍCULO 20º. Todas las cuestiones contenciosas entre particulares, sobre derecho al uso de una marca, falsificación de ella, ó imitación de la misma, son de la exclusiva competencia de los Tribunales.

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ARTÍCULO 22º. Por el registro y certificado de marca, cualquiera que sea su procedencia, se pagará un derecho de treinta pesos.

Por el registro y certificado de transferencia, se pagarán quince pesos.

Por los testimonios de certificado que se solicitaren en adelante, se pagarán cinco pesos, fuera del valor del sello del papel de la actuación en que se extiendan.

Estos derechos se cubrirán en la Tesorería Nacional.

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ARTÍCULO 24º. Las fábricas de países con quienes la República tenga en vigor convenios sobre el particular, registrarán sus marcas presentándose los dueños por sí ó por medio de apoderado, con mandato legal, y la constancia de estar registrada la marca en el otro país, debiendo, ambos documentos, estar traducidos en su caso y siempre legalizados.

ARTÍCULO 25º. El que haya inscrito su marca, tiene la propiedad de ella, mientras los Tribunales no manden cancelar la partida. En consecuencia, puede transmitirse ú otorgarse el permiso para usarla, anunciándolo en el periódico oficial y anotando en la "Oficina de Marcas" la escritura de traspaso ó concesión.

Los que anteriormente hayan omitido estos requisitos, cuidarán de llenarlos para legalizar sus derechos.

ARTÍCULO 26º. El nombre del comerciante y el de la razón social, el de la muestra ó designación de casa que negocie en artículos determinados, constituye una propiedad industrial, para los afectos de esta ley.

ARTÍCULO 27º. Si un comerciante quisiere ejercer una industria ya explotada por otra persona, con el mismo nombre ó con la misma designación convencional, deberá adoptar una modificación que haga que ese nombre ó esa designación sea visiblemente distinta de la que usaba la casa preexistente.

ARTÍCULO 28º. Las sociedades anónimas tienen derecho al nombre que llevan, como cualquier particular, y están sujetas á las mismas prescripciones.

ARTÍCULO 29º. El derecho al uso exclusivo del nombre como propiedad

industrial, terminará con la casa de comercio que lo lleve, ó con la explotación del ramo de industria.

ARTÍCULO 30º. No es necesario el registro del nombre para ejercer los derechos acordados por esta ley, salvo el caso en que forme parte de la marca.

ARTÍCULO 31º. El registro de marcas se entiende acordado sin responsabilidad alguna del Gobierno, quedando únicamente á los que se crean perjudicados por un tercero, el derecho de acudir á los Tribunales á deducir la acción civil ó criminal que corresponda.

ARTÍCULO 32º. Serán castigados con la pena de seis meses á un año de arresto mayor, conmutable en todo ó en parte, conforme al artículo 46 del Código Penal:

1º. Los que falsifiquen ó adulteren de cualquiera manera, una marca de fábrica, de comercio ó de industria ;

2º. Los que pongan sobre sus productos ó los efectos de su comercio, una marca ajena ;

3º. Los que con conocimiento vendan, pongan en venta, se presten á vender ó á circular, artículos con marca falsificada ó fraudulentamente aplicada ;

4º. Los que á sabiendas vendan, pongan en venta, ó se presten á vender marcas falsificadas, y los que vendan marcas auténticas, sin conocimiento de su propietario ;

5º. Todos aquellos que con intención fraudulenta pongan ó hagan poner sobre una mercadería, una enunciación ó cualquiera otra designación falsa con relación al registro de la marca ó á la naturaleza, calidad, cantidad, número, peso ó medida, ó al lugar ó país en el cual haya sido fabricada ó expedida ; y

6º. Los que á sabiendas vendan, pongan en venta, ó se presten á vender mercaderías con cualquiera de las enunciaciones falsas, mencionadas en el inciso anterior.

ARTÍCULO 33º. Para que haya delito, no es necesario que la falsificación abrace todos los objetos que debían ser marcados, bastando la aplicación á un solo objeto.

ARTÍCULO 34º. La simple tentativa no induce penalidad, ni causa responsabilidad civil, pero da lugar á la destrucción de los instrumentos que debían servir exclusivamente para la falsificación.

ARTÍCULO 35º. Los que venden ó ponen en venta mercaderías con marca usurpada ó falsificada, están obligados á dar al comerciante ó fabricante dueño de ellas, noticias completas por escrito, sobre el nombre y la dirección del que les haya vendido ó procurado la mercadería, así como sobre la época en que haya comenzado el expendio, y en caso de resistencia podrán ser compelidos judicialmente, so pena de ser considerados como cómplices del delincuente.

ARTÍCULO 36º. Las mercaderías con marca falsificada, que se encontraren en poder del falsificador ó de sus agentes, serán comisadas y vendidas, y su producto, después de pagados los costos é indemnizaciones establecidas por esta ley, se adjudicará á la Tesorería de las casas de Beneficencia de la localidad.

ARTÍCULO 37º. Las marcas falsificadas que se encontraren en poder del falsificador ó de sus agentes, serán inutilizadas, así como los instrumentos que hubiesen servido especialmente para la falsificación.

ARTÍCULO 38º. La acción criminal no podrá iniciarse de oficio, y corresponderá solamente á los particulares interesados, pero una vez entablada podrá continuarse por pedido del Ministerio fiscal del respectivo departamento.

El demandante podrá desistir de su acción hasta el momento de dictarse la sentencia.

ARTÍCULO 39º. Los damnificados por contravención á los preceptos de esta ley, podrán ejercer su acción, por daños y perjuicios, contra los autores y cooperadores del fraude.

Las sentencias de condenación serán publicadas á costa del contraventor.

ARTÍCULO 40º. No se podrá intentar acción civil ni criminal después de pasados tres años de cometido ó repetido el delito, ó después de un año contado desde el día en que el propietario de la marca tuvo conocimiento del hecho, por primera vez.

Los actos que interrumpen la prescripción, son aquellos que están determinados por el dercho común.

ARTÍCULO 41º. Las disposiciones contenidas en los artículos de la presente ley, serán aplicables á los que hicieren uso del nombre de un comerciante ó de una razón social, de la muestra ó de la designación de una casa de comercio, industria ó fábrica, sin tener para ello la autorización legal correspondiente.

ARTÍCULO 42º. Los industriales, comerciantes ó fabricantes que al promulgarse esta ley, estuvieren en posesión de una marca inscrita dentro del territorio de la República, no podrán obtener el derecho al uso exclusivo de ella conforme á la presente ley, sino llenando las condiciones exigidas por ella. Con este fin, se les acuerda un plazo de seis meses, á contarse desde el día de su promulgación.

ARTÍCULO 43º. Si antes de la promulgación de esta ley, varios industriales, comerciantes ó fabricantes hubiesen hecho uso de una misma marca, el derecho al uso exclusivo de ella pertenecerá á aquél que probase haber hecho uso legítimo de tal marca antes que los demás.

Si ninguno de los interesados pudiere justificar la prioridad en el uso de la marca, se acordará la propiedad de ella al que tenga mayores elementos de producción.

ARTÍCULO 44º. No habiéndose hecho registrar una marca dentro del plazo fijado en el artículo 42, nadie podrá prevalerse del uso hecho de ella, antes de la sanción de la presente ley, para reclamar el derecho de prioridad.

ARTÍCULO 45º. Para que las marcas extranjeras gocen de las garantías que esta ley acuerda, deberán ser registradas conforme á los Tratados respectivos.

Los propietarios de ella ó sus agentes debidamente autorizados, son los únicos que pueden solicitar el registro.

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LEY DE PATENTES.

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ARTÍCULO 2º. Todo guatemalteco ó extranjero domiciliado en la República, que invente alguna máquina, instrumento ó aparato mecánico, manufactura de cualquiera especie, ó método de procedimiento de útil aplicación á las ciencias ó á las artes, podrá obtener del Gobierno una "patente de invención" que le asegure por un término de cinco á quince años la propiedad de su invento.

También el que mejorase un descubrimiento ó invención patentada, tendrá derecho á solicitar una patente adicional, que nunca se concederá por mayor término que el que faltare de vencimiento á la patente principal.

ARTÍCULO 3º. Se tendrán por descubrimientos ó invenciones nuevos ; los nuevos productos industriales, los nuevos medios y la nueva aplicación de medios conocidos para la obtención de un resultado ó de un producto industrial, ya sea por un procedimiento completamente original, ó bien por el perfeccionamiento de los ya conocidos.

ARTÍCULO 4º. No se concederán patentes por los descubrimientos ó invenciones que sean conocidos en el país ó en el extranjero, como todo ó como parte de un procedimiento ya usado.

ARTÍCULO 5º. La concesión de una patente causa á favor del tesoro público, un derecho de treinta pesos anuales, mientras dure el privilegio.

ARTÍCULO 6º. El pago de las anualidades referidas, se efectuará en la Tesorería Nacional, el primer año, al concederse el privilegio ; y en los sucesivos, en los diez primeros días de enero, bajo la pena de cancelarse la patente por la Oficina que la expidió.

ARTÍCULO 7º. No se concederán patentes cuando la invención ó mejora sea contraria á los derechos anteriormente adquiridos por un tercero, á la seguridad, á la salud pública ó á la moral.

ARTÍCULO 8º. Las patentes caducan :

1º. Por haber sido expedidas en perjuicio de los derechos de un tercero, segun declaración ó fallo de tribunal competente.

2º. Por transcurrir un año sin ponerse en práctica la industria ó empresa para que se otorgó la patente.

3º. Por el abandono de un año de la empresa ó industria después de planteada.

4º. Cuando los productos que se expenden son inferiores á las muestras presentadas por adulteración que se hiciera ;

La caducidad se declarará por el tribunal competente, á solicitud de cualquier vecino ó del Ministerio Fiscal.

ARTÍCULO 9º. La persona que perfeccione el invento de otra que esté patentado, no podrá usar de la invención principal sin concertase con el inventor ; y éste tampoco podrá usar de la mejora patentada por el primero, sin su autorización.

ARTÍCULO 10º. Las patentes se entienden concedidas sólo por el procedimiento, no sobre los productos que puedan obtenerse por distinto sistema de elaboración.

ARTÍCULO 11º. Cumplido el término prescrito en la patente, se publicarán las descripciones del autor ó inventor, se podrán tomar copias de ellas y será libre desde entonces la fabricación por el procedimiento que estaba patentado.

ARTÍCULO 12º. Todo guatemalteco ó extranjero que tenga un año de domiciliado en el país, que invente ó perfeccione una máquina, instrumento, aparato, manufactura, método ó procedimiento industrial, puede obtener del Ejecutivo la respectiva patente.

Las invenciones hechas en el extranjero podrán patentarse en esta República, cuando sólo por ese medio pueda establecerse una nueva industria en el país, por

ser secreto el procedimiento para fabricarla; y en todo caso, cuando haya tratados internacionales ó convenciones que así lo establezcan.

ARTÍCULO 13°. El Gobierno al conceder una patente deja siempre á salvo de tercero el deducir en juicio el mejor derecho que pueda tener conforme á la ley.

ARTÍCULO 14°. La solicitud para obtener una patente, se presentará á la Secretaría de Fomento, en papel sellado de veinticinco centavos cada foja.

Al pie de tal solicitud, cuidará en el acto el Subsecretario de poner razón bajo su firma, de la hora y día en que se presentó, dando recibo al interesado si lo pidiere.

ARTÍCULO 15°. La solicitud se acompañará de las muestras, dibujos ó modelos, según la naturaleza de cada caso, y de una declaración jurada, con la legalización de firma ante Notario, conteniendo la descripción clara del invento y la protesta de que antes no se tenía conocimiento de él. También se acompañará á la solicitud el comprobante del pago de derecho á que se refiere el artículo 5°.

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ARTÍCULO 22°. Todo aquel que haya obtenido una patente de invención ó de perfección, puede transferir sus derechos bajo las condiciones que estime oportunas, siempre que se determine la persona obligada al pago del derecho fiscal anual, se haga en escritura pública registrada en el libro de patentes y se anuncie en el periódico oficial.

ARTÍCULO 23°. En el traspaso deberá indicarse si sólo se concede el derecho de fabricación ó si es el privilegio en lo absoluto, y si se contrae á determinada población ó á toda la República.

ARTÍCULO 24°. Serán castigados con la pena de seis meses á un año de arresto mayor, conmutable en todo ó en parte, conforme al artículo 46 del Código Fiscal:

1°. Los que falsifiquen máquinas, aparatos ó piezas de aparato patentados.

2°. Los que con conocimiento de que son falsificados, los negocien de cualquiera manera.

3°. Los que falsifiquen productos ó manufacturas patentadas.

4°. Los que con conocimiento de que son falsificados, los negocien de cualquiera manera.

5°. Los que hayan hecho una declaración falsa, contra el tenor del artículo 15.

6°. Los que hicieren aparecer como patentado un objeto, sin estarlo legalmente.

ARTÍCULO 25°. Los que vendan objetos que falsifican á los patentados, están en la obligación de dar al patentado noticias del nombre del autor ó vendedor de ellos y de la época en que les fueron entregados; debiendo considerarse cómplices, en caso de que no den explicación satisfactoria de su procedencia.

ARTÍCULO 26°. Además de la pena que fija el artículo 24, se impondrá la de la pérdida de los objetos falsificados y la indemnización de daños y perjuicios.

ARTÍCULO 27°. No se podrá intentar acción civil ni criminal, si los objetos de procedencia legítima no llevan la indicación de estar patentados y el número de la patente, siempre que sea posible indicarlo.

Tampoco podrán intentarse tales acciones, después de transcurridos tres años de cometido ó repetido el delito, ó después de un año contado desde el día en que el patentado tuvo conocimiento del hecho por la primera vez.

Los actos que interrumpen la prescripción, están determinados por el derecho común.

ARTÍCULO 28º. Son cómplices de los delitos expresados, los obreros que descubran los secretos de las fábricas en que trabajan, con referencia á los procedimientos patentados.

MÉXICO.

EXPORTACIÓN DE GANADO.

Dice el "National Provisioner" (que se publica en Chicago y en Nueva York) en su número del 26 de marzo, que la existencia de ganado vacuno en México está casi totalmente agotada. Este estado de cosas se atribuye á la extraordinaria demanda de carne de vaca mexicana, que empezó hace como dos años. El ganado que se benefició á fin de cubrir esta demanda fué sacado de los Estados de Chihuahua y Sonora en número de 5,000 á 6,000 cabezas mensuales. Además de esto, la exportación de ganado en pie á los Estados Unidos, durante los últimos doce meses, ha sido considerable. Mantiénese todavía esta demanda, y el resultado es que la existencia de ganado, en apariencia inagotable, del norte de Mexico ha sido grandemente reducida. Infírese de aquí que los ganaderos mexicanos han obtenido provecho considerable de sus haciendas.

CONTRATO CON LA COMPAÑÍA MEXICANA DEL CABLE TELEGRÁFICO.

Con fecha 15 de noviembre de 1897, el Gobierno mexicano celebró un contrato por mediación del Secretario de Comunicaciones y Obras Públicas con la Compañía Mexicana del Cable Telegráfico. En este contrato, ratificado por el Congreso, se estipula que el servicio telegráfico internacional de la República quedará á cargo de las líneas de aquella compañía en combinación con la compañía titulada Western Union Telegraph Company de los Estados Unidos. Por virtud de este convenio la Western Union Telegraph Company queda autorizada para conectar sus alambres con los de la compañía mexicana, sobre ó bajo tierra, así como también el cable submarino, en Laredo, Tamaulipas, Ciudad Juarez, Chihuahua y Nogales. Por los términos del

artículo 24, la Compañía Telegráfica Mexicana se obliga á abonar al Gobierno de México 15 por ciento del provecho anual del servicio internacional de la República, que tenga lugar por la frontera del norte ó por medio de su cable. La compañía garantiza que el referido 15 por ciento no bajará de \$20,000 oro anuales mientras dure el contrato.

Según el artículo 26, el servicio telegráfico internacional de la República será llevado á cabo solamente por el Gobierno Federal, la Compañía Telegráfica Mexicana, y la Union Telegraph Company, mientras este contrato esté vigente; y la expresión "servicio telegráfico internacional" incluye el servicio de teléfono y todo cambio de despachos ya sea directamente por contacto de las líneas, ó ya indirectamente por medio de mensajeros, ó de otra suerte.

En caso de falta de cumplimiento del párrafo 1° de este artículo, la Compañía Telegráfica Mexicana podrá suspender el pago del 15 por ciento de las utilidades de que se ha hecho mérito.

EL CANAL DE DRENAJE.

La grande obra de construcción del canal de drenaje del Valle de México, ha sido terminada, con excepción de unos cuantos toques finales. Según informes, este canal que ha llamado la atención de los ingenieros en México desde que los trabajos se iniciaron en 1607, estará en operación dentro de los próximos seis meses. El contrato por el cual se ha llevado á cabo la obra se celebró en 25 de diciembre de 1889 entre el Gobierno Mexicano y los Señores PEARSON & Sons de Lóndres. La obra completa, incluyendo canal y tunel, tendrá 40 millas de largo y costará \$20,000,000.

El Valle de México es una inmensa hoya y tiene una extensión de 2,200 millas cuadradas con una altura media sobre el nivel del mar de 7,413 piés. Fué en un principio un mar interior y tras los procesos naturales de absorción, evaporación, etc., quedó una serie de lagos que han sido fuentes de constante peligro para la vida y la propiedad y una amenaza á la salud de los habitantes de la ciudad de México y de las villas y aldeas vecinas.

El Señor ROMERO, Ministro de México en los Estados Unidos.

en un artículo sobre la materia publicado en el "Engineering Magazine" de 1895, dice:

Cuando desaparezca el peligro de las inundaciones y se ponga remedio á la insalubridad por medio de un sistema apropiado de drenaje, la mayor seguridad de vidas y propiedades de aquella suerte obtenida, influirá en la prosperidad de la ciudad de México. El valor de la propiedad aumentará, y la población crecerá rápidamente, sin contar el número de viajeros que vendrán de los Estados Unidos.

ARRENDAMIENTO DEL FERROCARRIL DE TEHUANTEPEC.

Se ha celebrado un contrato entre el Gobierno Mexicano y la casa de los Señores PEARSON & SONS, de Lóndres, por el cual el Gobierno da en arrendamiento á aquella firma, por un período de cincuenta años á contar desde el 1° de abril de 1898, el Ferrocarril de Tehuantepec, con todas sus pertenencias. El arrendamiento comprende la obligación de construir puertos buenos y seguros en los dos extremos de la línea, Coatzacoalcas y Salina Cruz. Por los términos del contrato los Señores PEARSON & SONS se obligan á poner la línea en buenas condiciones para el servicio y á mantenerla en el mismo estado hasta que sea traspasada al Gobierno á la expiración del plazo del arrendamiento. El Gobierno garantiza el 6 por ciento del capital empleado en el mejoramiento de la línea, y la utilidad que exceda de éste tanto por ciento ingresará en el tesoro nacional.

DEPÓSITOS DE CARBÓN.

Uno de los puntos de principal é inmediata importancia en cuanto á los intereses industriales de México, es la necesidad de explotar los depósitos de carbón del país que no han sido objeto de toda la consideración que su necesidad é importancia demandan. Del periódico "The Black Diamond" que se publica en Chicago, se han tomado los siguientes párrafos sobre la materia:

Con el desarrollo de las manufacturas de México y la extensión de sus ferrocarriles, ha tenido lugar una creciente demanda de carbón. La falta de carbón barato está impidiendo el desarrollo de México en grado no insignificante. Ha habido una razón por la cual los minerales de México han sido importados en los Estados Unidos en tales cantidades, y como la tarifa de minerales tenderá á coartar esta introducción, se acentuará más la demanda de las maquinarias que requieren el empleo del carbón.

Según las estadísticas del Gobierno mexicano, la importación de carbón y coke en México fué como sigue:

Año.	Coke.	Carbón.
1894.....	\$378, 522	\$626, 070
1895.....	287, 075	701, 913
1896.....	492, 167	496, 376

Al mismo tiempo hubo la siguiente exportación de carbón á los Estados Unidos:

Año.	Carbón.
1894.....	\$205, 605
1895.....	232, 919
1896.....	270, 176

Estas cifras representan solamente el producto de las minas del Ferrocarril Internacional Mexicano en el Estado de Coahuila.

La mayor parte de las locomotoras y las mayores fábricas emplean leña. En nueve Estados mexicanos hay minas de carbón, pero la mayor parte de estos depósitos no son hoy accesibles desde los ferrocarriles existentes. Uno de estos depósitos, situado en los límites del Estado de Veracruz, no sólo es de fácil acceso para un ferrocarril, sino que este atravesaría una rica sección del país y abriría, prolongándola más hácia el sur, un camino mas corto y fácil del puerto de Tampico á la Capital, en cuyos puntos encontraría mercados favorables.

Los depósitos de carbón de San Marcial, en el valle del Yaqui, en Viejo México, prometen ser muy valiosos. Se dice que son maravillosos y que tal vez den márgen á una revolución en el comercio de combustible en la costa del Pacífico. Estos depósitos contienen 108 millas cuadradas más de área superficial que los cinco depósitos de carbón antracito de Pennsylvania, y su área es sólo $12\frac{1}{2}$ millas cuadradas menor que el área total de los depósitos de carbón de Inglaterra. Las venas carboníferas se extienden, sin solución de continuidad, desde la cima de la cordillera de Los Bronces hasta el Río Yaqui. Dicese también que el carbón es de calidad superior, y aún mayor que el antracito de Pennsylvania. El carbón de México tiene de 90 á 92 por ciento de carbóno fijo; de $3\frac{1}{2}$ á 5 por ciento de materia combustible volátil; y de $4\frac{1}{2}$ á 5 por ciento de ceniza, y no deja escoria.

Estas ricas minas, de fácil acceso á la costa, debieran atraer la atención de los capitalistas.

NICARAGUA.

PLÁTANOS EVAPORADOS.

En un número anterior de este BOLETÍN, se dió cuenta de una comunicación dirigida á esta Oficina por Mr. M. J. CLANCY, Agente Consular de los Estados Unidos en Bluefields, Nicaragua, en la cual decía el mencionado Cónsul que se estaba ensayando la exportación de plátanos evaporados á los Estados Unidos y Europa, para lo cual se utilizaba el exceso de producción de dicha fruta en aquel distrito.

Se decía que millones de pequeños racimos, impropios para la exportación, eran arrojados en el río, ó se les dejaba podrir en el suelo; y se consignaba además que en caso de obtener éxito, aquel experimento, no sólo se aprovecharía toda la cosecha, sino que los fabricantes de los Estados Unidos encontrarían ancho campo donde colocar los implementos adaptables á aquella industria.

Como información adicional, se inserta en este BOLETÍN la siguiente carta de Mr. CLANCY, publicada en el "Bluefields Recorder" de 5 de marzo de 1898:

AGENCIA CONSULAR DE LOS ESTADOS UNIDOS,
Bluefields, Nicaragua, febrero 28, 1898.

VALENTINE BROTHERS,

Agentes de la Compañía del Ferrocarril de Honduras, New York City.

MUY SEÑORES MÍOS: Acuso recibo de la apreciable de Vds. de fecha 17 del corriente, relativa á la industria de plátanos evaporados.

Empezaré diciendo que hay anualmente en el distrito platanero de Bluefields, millones de racimos de plátanos de siete ó menos manos, que ó son arrojados á los ríos, ó abandonados en el suelo, donde se pudren por falta de mercado.

De alcanzar éxito la industria de plátanos evaporados, los plantadores del río Escondido y sus tributarios obtendrían considerable beneficio.

No puede decirse siquiera que esta industria se encuentra en lo que pudiéramos llamar sus comienzos, pues las máquinas evaporadoras que ahora se usan son de fabricación local improvisadas por los mismos plantadores, al mismo tiempo que los que á esta industria se dedican no saben absolutamente nada de los principios de la evaporación de frutas. Esto fué lo que me movió á dirigir una comunicación sobre la materia á la Oficina de las Repúblicas Americanas, con el objeto de que se le diera publicidad.

Cuando los fabricantes de máquinas para la evaporación de frutas vean que existe un mercado ilimitado para la colocación de sus productos, fabricarán una máquina de aquella clase, adaptable á esta industria particular.

Los nativos de las islas de Samoa secan los plátanos al sol, y exportan los que no usan para el consume local, pero ignoro cual sea el mercado adonde envían sus productos.

El Director del Parque ó Museo Nacional de Copenhague, Dinamarca, haría pedidos mensuales de plátanos así preparados, si encontrara quien estuviese dispuesto á suministrarlos.

El plátano en esta forma se usa en la confección de confituras, y es excelente para la alimentación de los animales que están en casas y en parques zoológicos.

Alemania, Noruega y Suecia, donde la introducción de plátanos evaporados se ha hecho en pequeña escala, son buenos mercados para la importación de aquel producto. Según informes, los plátanos entran libre de derechos en Alemania y Francia, y en los Estados Unidos pagan dos centavos oro por libra.

El plátano se vende aquí á 20 centavos la libra, moneda nicaragüense (8 centavos, moneda de los Estados Unidos), y se revende á 30 centavos libra, moneda nicaragüense.

Téngase presente que á causa de las fluctuaciones en el tipo de cambio, el precio sólo puede calcularse en moneda de los Estados Unidos.

Trátase de vender los plátanos puestos abordo, ya sean con destino á Nueva Orleans ó á Nueva York, á 10 centavos oro la libra, á los comerciantes en este fruto que compran en grandes cantidades.

En la actualidad, los plátanos son colocados en cajas bastas de madera, cada una de las cuales contiene cinco libras.

Remitiré á Vd. una caja á Nueva York en la semana próxima.

Cuando se empleen los aparatos apropiados para la evaporación de grandes cantidades, los plátanos serán exportados en barriles á los Estados Unidos y á Europa, y los importadores podrán disponerlos después en paquetes según las necesidades del consumo. Cuando el plátano está completamente maduro, se le quita la cáscara y se le pone á secar en un horno hecho de hierro en hoja. Los plátanos permanecen en este horno de 24 á 48 horas bajo una temperatura discrecional, pues no hay termómetro para obtener el debido grado de calor. Después, se les deja enfriar y se les dispone en cajas para el mercado. Seis libras de plátanos maduros dán una libra de plátano evaporado.

Pudiera indicar aquí que mientras más tiempo permanecen los plátanos en el horno, mayor es la cristalización de la materia sacarina que contienen, la cual aparece en la superficie de la fruta después de secada.

Puedo decir que los evaporadores de plátanos que preparan sus productos de una manera artística y atrayente, obtienen por su mercancía el precio que piden, y reciben más pedidos de los que pueden atender. Téngase presente que el plátano de Bluefields es considerado como de mejor sabor y más nutritivo que el de los otros distritos, calidades que conserva después de evaporado.

Es Bluefields, además, uno de los distritos plataneros mas grandes del mundo y, en consecuencia, produce una cantidad ilimitada de esta fruta que puede aplicarse á aquella industria.

Se está ensayando también la fabricación de harina de plátanos. Dícese que esta harina es mucho mejor que la de trigo sarraceno para la confección de

bollos, y que puede emplearse asimismo para hacer pan y bizcochos que se recomiendan en alto grado para dispepticos é inválidos. Se dice también que en la fabricación de cerveza, puede sustituir al lúpulo. Además, esta harina tiene la ventaja de lo barato de su producción y su bajo precio en el mercado.

Estoy cierto de que si Vds. escriben á Mr. WILLIAM EDWARDS ó á Mr. ED. NEUHAUS, Rama, Nicaragua, que van prácticamente á la cabeza de esta industria, estos señores tendrían gran placer en contestar á cualquiera pregunta que Vds. se sirvieran hacerles en esta materia.

De Vds. muy atento servidor q. b. s. m.,

M. J. CLANCY.

TRANSPORTE POR EL RÍO SAN JUAN Y POR EL LAGO DE NICARAGUA.

Mr. W. B. SORSBY, Cónsul de los Estados Unidos en San Juan del Norte, comunica al Departamento de Estado, con fecha de 25 de febrero, que á causa de las diferencias surgidas entre el gobierno de Nicaragua y la compañía denominada "Mail Steam Navigation and Trading Company," las cuales fueron resueltas en laudo arbitral adverso á la compañía, el tráfico entre Granada y San Juan del Norte ha sido suspendido.

Resulta del laudo del árbitro, Gen. E. P. ALEXANDER, que por varias semanas, á contar de 1º de noviembre de 1897, el gobierno temeroso de un levantamiento político y una guerra civil, colocó una guardia de soldados en cada uno de los vapores de la compañía, para prevenir la captura de estos por los revolucionarios. En cumplimiento de su deber, los soldados viajaban en los vapores de un punto á otro y se suministraban sus propias raciones. La demanda de la compañía de que estos soldados fuesen considerados como pasajeros y que en consecuencia el gobierno debía abonar sus pasajes, fué declarada sin lugar por el General ALEXANDER que habia sido designado árbitro por ambas partes para decidir el punto.

En consecuencia de esta decisión, la "Navigation Company" suspendió el tráfico por el lago y el río, y el gobierno ha tomado posesión formal de todos los vapores. El Cónsul Mr. SORSBY dice que es posible que el gobierno reanude el tráfico por su cuenta, y, en este caso, la comunicación con el interior quedará restablecida. Los vapores y la concesión son de la propiedad de Mr. PELLAS, súbdito italiano.

SANTO DOMINGO.

El siguiente cuadro contiene las cifras representativas del importe de la exportación de los principales productos de la República de Santo Domingo durante una serie de años que empieza en 1892, preparado según los últimos datos oficiales por la "San Domingo Improvement Company":

Artículos.	1892.	1893.	1896.	1897.
Azúcar libras..	56, 501, 700	68, 833, 400	86, 866, 239	106, 351, 556
Café.....do....	1, 105, 500	3, 104, 050	2, 422, 399	3, 784, 095
Cacao.....do....	2, 146, 000	4, 154, 600	4, 308, 823	4, 695, 606
Tabaco.....do....	13, 103, 300	14, 620, 800	6, 332, 208	6, 632, 541
Miel de abeja.....galones..	83, 922	103, 473	38, 562	54, 894
Cera.....libras..	1, 543	2, 375	292, 828	379, 140
Piel de cabra.....	7, 670	10, 207	58, 124	70, 122
Cueros.....	11, 708	27, 729	13, 490	27, 671
Cuernos.....		800	928	4, 010
Palo Campeche libras..	38, 413, 760	41, 657, 280	23, 070, 000	5, 715, 040
Mora.....do....	15, 685	3, 012, 800	389, 000	736, 720
Vera.....do....	293, 440	40, 320	1, 460, 480	9, 922, 415
Dividivi.....do....	26, 880	789, 600	1, 304, 929	1, 768, 470
Tozas de caoba.....pies..	859, 482	104, 651	232, 498	328, 813
Caoba de horqueta.....do....	96, 916	1, 042, 945	62, 725	32, 316
Espinillo.....do....	155, 359	121, 740	90, 892	296, 241
Cedro.....do....	12, 000	315	58, 160	52, 243
Abey.....do....		3, 625	2, 740	3, 920
Yaya.....do....	471, 188	622, 127	12, 000	8, 500
Guayacán.....libras..	5, 642, 560	6, 493, 760	1, 208, 000	1, 721, 692
Cobre viejo.....do....	17, 060	2, 095	4, 029	1, 400
Nueces de Kola.....			400	
Concha de Tortuga.....libras..	424	426	257	329
Resina.....do....		4, 350	7, 944	3, 466
Ron.....galones..	45, 542	43, 433	2, 160	200
Plátanos.....racimos..		400	88, 153	305, 662
Pesos Mexicanos.....			180, 160	492, 997
Oro Americano.....				480
Miel de purga.....	316, 096	8, 470	1, 777, 119	1, 847, 417

ESTADOS UNIDOS.

COMERCIO CON LA AMÉRICA LATINA.

El Club Español de St. Louis ha remitido á esta Oficina un documento muy interesante que fué leído recientemente en aquella asociación por Mr. GEORGE P. PARKER, 1^{er} Vice-Presidente del Club. El referido documento versa sobre el comercio de St. Louis con los países de la América Latina, y por ser instructivo

y de interés general, extractamos de dicho documento lo siguiente:

El comercio de exportación de México, de la América Central y del Sur, está tomando rápidamente el desarrollo que desde hace algunos años se esperaba. * * * La baja en el valor de la plata en México y el alto tipo de cambio del oro consecuente á aquella baja, dieron por resultado casi una paralización en los pedidos de aquel país; pero cuando los cambios se normalizaron, no sólo se restableció el antiguo tráfico comercial, sino que hubo un aumento en el mismo. El comercio con la América Central ha excedido en mucho al de años anteriores; se han abierto muchas nuevas cuentas y el mercado de St. Louis ha encontrado nuevos campos. Aún después de haberse conseguido esto, necesitase, á menudo, el transcurso de algún tiempo antes de que puedan liquidarse antiguas transacciones comerciales y efectuarse otras nuevas. * * * Una prueba de la importancia de St. Louis como mercado general se encuentra en el hecho de que las mercancías para surtir una colonia de Venezuela, las cuales constaban de diecinueve furgones de artículos de todas clases, fueron compradas en St. Louis y embarcadas para Nueva York, donde se despacharon en un buque de vela. * * * En una junta celebrada en St. Louis por las compañías de ferrocarriles y de vapore con el objeto de fijar los fletes mexicanos, las líneas de transporte quedaron sorprendidas del importe de las transacciones llevadas á cabo en Chicago, St. Louis, y del aumento en las mismas.

Los siguientes números, tomados de la estadística de una compañía de ferrocarril, dán una idea clara de la importancia de aquel tráfico:

Mes.	1896.	1897.	Aumento.	Disminución.
	<i>Toneladas.</i>	<i>Toneladas.</i>	<i>Toneladas.</i>	<i>Toneladas.</i>
Enero	315, 140	1, 212, 542	897, 402	.....
Febrero	379, 451	398, 115	18, 664	.....
Marzo	1, 123, 750	534, 090	.....	589, 660
Abril	517, 853	658, 665	140, 812	.....
Mayo	471, 863	526, 977	55, 114	.....
Junio	200, 861	926, 314	719, 453	.....
Julio	161, 681	516, 308	354, 627	.....
Total	3, 170, 599	4, 767, 071	2, 186, 072	589, 660

Aumento neto, 1,596,412.

Según estadísticas fidedignas, el comercio procedente de St. Louis, por El Paso y Laredo solamente, fué de 13,359,647 libras en 1897. * * * El establecimiento del museo comercial ha sido considerado por mucho tiempo como un paso que daría resultados beneficiosos.

Es propio consignar el establecimiento de aquella institución por algunos de nuestros hombres más emprendedores.

Los países situados el sur del nuestro gustan de comerciar con aquellos países que buscan su comercio, y el espíritu de reciprocidad no ha estado nunca tan arraigado como ahora. Al aumentar nuestras exportaciones, muchas de nuestras

casas principales se han hecho importadoras directas de materias primas procedentes de la América Central y del Sur, en lugar de llevar á cabo sus importaciones por medio de agentes europeos ó neoyorquinos. México envía ahora á los Estados Unidos el 75 por ciento de sus exportaciones, como se vé por las últimas estadísticas.

VENEZUELA.

ARANCEL DE DERECHOS DE IMPORTACIÓN DE 1897-98.

[Número 30.—Continuación del Boletín de abril.]

§ 7.—CLASE VII.

Cinco bolívares por kilogramos.

Abanicos de todas clases.

Amargos, no especificados, en cualquier envase.

Barajas ó naipes.

Bastones con estoque ó con mecanismo para disparar.

Bolsas para dinero de lino ó de algodón.

Calcetas, medias, flecos, borlas, encajes, cintas, bandas, cordones, pasamanería, felpas, gorros, abrigos ó sereneras, fajas, lazos, charreteras, escarpines y guantes de lana, ó mezclados con algodón.

Calzado en cortes ó sin suela y felpudos de pieles de carnero.

Camisas hechas de algodón sin nada de hilo.

Capelladas de alpargatas.

Carpetas, paños y cualquier otro artículo de tejido de crochet, menos los de seda.

Casullas, bolsas para los corporales, manteles ó frontales, capas pluviales, dalmáticas, estolas, manípulos, paños para cubrir cálices, bandas y demás ornamentos para uso de los sacerdotes y de las iglesias.

Cigarrillos de papel ó de hojas de maíz.

Corbatas de algodón, seda ó lana.

Cortinas, colgaduras, ó mosquiteros de lino ó de algodón.

Elásticas ó tirantes, corsés, cotillas, guarda corsés y ligas de todas clases.

Enaguas, fustanes, batas ó dormilonas, fustansones, fundas de almohadas y túnicos de lino ó mezclado con algodón, excepto los de holán-batista ó clarín de lino ó mezclado con algodón, que corresponden á la 8ª clase.

Encajes, tiras bordadas, blondas, embutidos, cintas, bandas, charreteras, borlas, cordones, flecos, escarpines, fajas, trenzas, guantes y pasamanería de lino ó de algodón.

Espadas, sables, puñales y cuchillos finos de monte, trabucos, pistolas, revólveres, escopetas, tercerolas, fusiles, rifles, carabinas y demás armas propias de infantería y de artillería, así como también los proyectiles, cápsulas y fulminantes ó pistones para el uso de dichas armas, las chimeneas, llaves, cartuchos cargados ó vacíos y todo lo concerniente á las armas blancas y de fuego, y las armas de aire comprimido para tirar al blanco.

Fósforos de estrellitas ó fuegos de bengala.

Fuegos artificiales.

Gualdrapas y sudaderos de todas clases.

Medias de lino ó mezclado con algodón y las de algodón torcido llamadas vulgarmente de hilo de Escocia.

Municioneras, polvoreras, pistoneras y bolsas ó sacos para cazadores.

Muselina, crespón de algodón de color, linón, rengue, bareje, granadinas, organdía, céfiro, clarín, dulce sueño, tarlatán, imité, holan-batista, batistilla de algodón blanca ó de color, lisa, labrada, calada ó bordada en piezas ó en cortes para vestidos, y cualquiera otra tela semejante á las anteriores, no comprendidas en otras clases.

Muselina y batista de lino ó mezclada, cruda ó de color, en piezas ó en cortes para vestidos.

Pana, panilla y felpa de algodón, imitación de terciopelo, en piezas ó en cinta.

Paño, pañete, casimir, casinete, muselina, raso, punto, franela, lanilla, alepín, alpaca, cambrón, merino, sarga, cúbica, damasco, y cualquiera otra tela de lana ó mezclada con algodón, no mencionada en otras clases ó que esté confeccionada en vestidos, pues entónce corresponde á la 9ª clase.

Pañolones, chales, paños y pañoletas de muselina, linón, punto ú otra tela fina de algodón.

Pañuelos, pañolones, chales, paños, carpetas para mesas, almillas ó guarda-camisas de lana ó mezcladas con algodón, sin adornos ó bordados de seda.

Paraguas, paraguítas, quitasoles ó sombrillas de seda ó mezclada con lana ó algodón.

Pieles curtidas manufacturadas en cualquiera forma, no comprendidas en otras clases.

Punto ó tul de algodón ó pita.

Sillas de montar, cabezadas, cañoneras ó pistoleras, riendas, cinchas, gruperas, pellones y zaleas de todas clases.

Tabaco en rama y los tallos ó palitos de la hoja de tabaco.

§ 8.—CLASE VIII.

Diez bolívaes por kilogramas.

Adornos de cabeza y redecillas de todas clases.

Cabello ó pelo humano y sus imitaciones, manufacturado ó no.

Camisas hechas de lino ó de lana y las de algodón que tengan algo de lino, los pantalones, chaquetas, blusas, chalecos, calzoncillos, casacas, paltós, sacos, levitas y cualquier otra pieza de vestido hecha de lino ó de algodón para hombre, no comprendida en otras clases.

Cuellos, pecheras y puños de lino ó de algodón, para hombres y mujeres.

Chinchorros de todas clases.

Enaguas, fustanes, fustansones, fundas de almohada y tónicos de holan-batista ó clarín de lino, ó mezclado con algodón.

Flores y frutas artificiales, no especificadas en otras clases y los materiales para flores, exceptuando el papel pintado para flores comprendido en la 6ª clase.

Guantes de piel, exceptuando los de esgrima que pertenecen á la 5ª clase.

Holan-batista, clarín, punto, céfiro, linón, tarlatán muselina y cualesquiera otras telas finas de lino ó de algodón, preparadas en gorgueras, ruchas, gorros de niños, faldellines, manguillos, camisitas ú otras piezas ó adornos no incluidos en otras clases.

Joyas, perlas, alhajas, piedras y prendas finas y los artículos de oro ó plata ó los que tengan algo de estos metales, los relojes de faltriquera, de cualquiera materia que sean y las cajitas vacías preparadas para relojes y prendas finas, aunque vengan por separado.

Libros y álbums cuya pasta contenga terciopelo, seda, nácar, carey, marfil, cuero de Rusia ó filetes ó adornos dorados ó plateados.

Pañuelos de lino ó mezclados con algodón.

Pastas para libros que vengan separadamente y las postizas par los mismos.

Plumas para adornos de sombreros y gorras y sus similares y también los plumeros para los coches fúnebres, cuando vengan separadamente de éstos.

Seda pura ó mezclada con otra materia y las telas ó tejidos de otras materias que estén mezclados con seda.

Telas ó tejidos de cualquiera materia, que estén mezclados ó bordados con plata ú oro fino ó falso, excepto los ornamentos para las iglesias y para los sacerdotes, que corresponden á la 7ª clase.

Telas ó tejidos de lana ó mezclada con algodón preparado en mosquiteros, colgaduras, cortinas ú otras piezas que no estén determinadas en las clases anteriores.

Tabaco elaborado y preparado en cualquiera forma, excepto en picadura para hacer cigarrillos, y el tabacco hueva y el torcido para mascar. También corresponden á esta clase los cigarrillos con envoltura de tabaco.

§ 9.—CLASE IX.

Veinte bolívares por kilogramas.

Carteles, cartelones y hojas volantes, impresos ó litografiados.

Cajetillas para cigarrillos.

Circulares impresas ó litografiadas.

Etiquetas y rótulos impresos ó litografiados que no vengan adheridos á algún objeto y las tarjetas impresas para visitas, tengan ó no dibujos en colores.

Paño, pañete, casimir, raso, punto, franela, alepín, alpaca, cambrón, sarga, cúbica y damasco de lana ó mezclada con algodón, confeccionados en vestidos para hombres.

Sobres ó envelopes, hechos ó á medio hacer de todas clases.

Sombreros, gorras, pavas y cachuchas adornadas para señoras y niñas.

Sombreros de felpa de seda negra, copa alta, llamados de pelo negro, y los demás sombreros de esta forma de cualquiera materia que sean, quedando comprendidos en esta clase los de resorte, los sombreros en cortes, los fieltros fulados y cualquiera otra clase de sombreros hechos ó á medio hacer, exceptuándose solamente los de paja y sus imitaciones.

Tarjetas grandes impresas ó litografiadas.

Tarlatán, seda, lana, holan-batista, clarín, céfiro, linón, muselina y cualquiera otra tela de lino ó de algodón confeccionada en vestidos para señoras.

Vestidos de lana, algodón ó lino para hombres, excepto los mencionados en otras clases.

ART. 2. Es sobre el peso bruto que deben cobrarse los derechos establecidos en este arancel y los céntimos fijados en cada clase son céntimos de bolívar.

ART. 3. Son artículos de prohibida importación:

El aceite de coco; el aguardiente de caña; el almidón; el añil; el cacao; el café; las melazas ó miel de azúcar ó de abeja; la carne salada en tasajo; la sal; la dinamita; la raíz de zarzaparrilla; la moneda de oro falsa y la moneda de plata; los aparatos para fabricar moneda que no vengan por cuenta de la Nación; el calzado hecho y pieles curtidas preparadas en calzado; los fósforos de todas clases.

ÚNICO. Cuando el Poder Ejecutivo creyere necesario permitir que se introduzca por las aduanas de la República algún artículo de prohibida importación, fijará el derecho que debe pagar á su entrada dicho artículo y dará cuenta al Congreso en su próxima reunión.

ART. 4. Podrá el Poder Ejecutivo prohibir la importación de todas ó algunas piezas de todo género, de ropa hecha y de los sombreros de todas clases, gorras, pavitas, y cachuchas, ordenadas por aquellas Aduanas de la República, en cuyas respectivas jurisdicciones adquieran las industrias ú oficios correspondientes, la extensión y desarrollo necesario al abastecimiento del consumo sin perjuicio de los consumidores.

ART. 5. Para la importación por las aduanas de la República de las armas de fuego gravadas con derechos y de la pólvora, plomo, cápsulas, fulminantes, piedras de chispa y salitre y cualquiera materia explosiva, no especificada en esta ley, se necesita permiso ú orden del Gobierno general.

ÚNICO. Las armas de precisión y todos los elementos de guerra que sean exclusivamente para parque, sólo pueden ser importados por el Gobierno Nacional.

ART. 6. Cuando un artículo esté determinado, no se atenderá á la materia de que esté compuesto sino á la clasificación que de él se haya hecho (v. g.), los bragueros, jeringas, clisobombas, juguetes para niños, máscaras, anteojos, tarjeteras, carteras, y otros artículos especificados, pagan el derecho de la clase en que están incluidos, de cualquiera materia de que estén fabricados, excepto solamente cuando sean ó tengan algo de oro ó plata, pues entónces corresponden á la 8ª clase.

ART. 7. Los bultos que contengan muestras de telas en pequeños pedazos y también los de muestras de papel de tapicería que pesen más de 25 kilogramos, pagarán sobre el exceso de 25 kilogramos el derecho de la 3ª clase.

ART. 8. Cuando se introduzcan mercancías ú otros artefactos sujetos al pago de derechos de importación, que ne sean conocidos en el país ó que no estén comprendidos en este arancel ni en resoluciones posteriores del Ministerio de Hacienda, los introductores pueden hacer constar esta circunstancia en sus manifestos y ocurrir al Gobierno por medio de una solicitud, informada por la

aduana respectiva, acompañando una muestra del artículo para que se declare la denominación y clasificación que le corresponda.

ART. 9. Las máquinas, enseres y demás utensilios para la explotación de minas, sólo están exentos de derechos de importación por una sola vez para cada compañía minera, y las piezas de repuesto que se introduzcan para reemplazar las que ya anteriormente se hayan importado libres, no gozarán de la franquicia.

ART. 10. No serán despachadas por las aduanas sin previa orden del Ministro de Hacienda, las máquinas y aparatos comprendidos en los números 6, 21, 22 y 23 de este arancel, ni tampoco los objetos artísticos de carácter monumental; y para obtener dicha orden concurrirán los interesados en cada caso al Ministerio de Fomento con una solicitud informada por la aduana respectiva pidiendo la libre importación de aquellos artículos.

ART. 11. Los efectos extranjeros no usados que importen en sus equipajes los pasajeros del exterior, deben pagar un 20 por ciento sobre el derecho que tienen señalados en este arancel.

ART. 12. Queda autorizado el Poder Ejecutivo para aumentar, disminuir y suprimir algunos aforos de este arancel en víveres de primera necesidad, cuando causas imprevistas hagan necesaria esta alteración, dando cuenta al Congreso de las medidas que dicte en tal sentido.

ART. 13. Los artículos que se introduzcan desarmados, porque de ello sean susceptibles, en un solo bulto ó en bultos distintos, se aforarán en la clase á que corresponda el artículo no desarmado.

ART. 14. Se deroga el Decreto Ejecutivo de 30 de junio de 1896 y todas las resoluciones posteriores sobre aforo de artículos no comprendidos en el citado Decreto.

RESOLUCIÓN DE 1º DE AGOSTO DE 1896, SOBRE EL DESPACHO EN LAS ADUANAS
DE LOS BULTOS POSTALES.

[*Gaceta Oficial* de 18 de noviembre de 1896, nº 6868.]

Cuando los bultos postales contengan efectos de distintas clases arancelarias, debe expresarse en las respectivas guías el peso de cada uno de dichos efectos, y, cuando estos tengan un peso menor de medio kilo, siempre pagarán el derecho como si tuvieran este peso, que será el mismo que se calculará para cobrar en la clase inferior de ellos el derecho correspondiente al embalaje, siempre que este, por su naturaleza, no corresponda á una clase más elevada.

[Conclusión.]

KILOMETROS DE VIA FÉRREA.

Los siguientes datos tomados del "South American Journal," de 22 de enero, 1898, muestran el número total de kilómetros de ferrocarril en activo servicio en Venezuela, así como también la

nacionalidad de los propietarios de las líneas. Se verá que los Estados Unidos ocupan un lugar muy secundario en esta lista :

	Nacionalidad.	Kilómetros.*
De Carácas á Valencia.....	Alemán	179
De Carácas á La Guaira.....	Inglés	37
De Carácas á Petare.....	id	10
De Carácas á El Valle.....	Nacional	8
De Valencia á Puerto Cabello.....	Inglés	55
De Tucaca á Aroa.....	id	89
De El Hacha á Barquisimeto.....	id	88
De La Ceiba á Valera.....	Nacional	90
De Santa Bárbara á El Vijía.....	Frances	60
De Encontrado á La Fría.....	Nacional	100
De Carenero á San José.....	Holandés.....	33
De Guanta á Naricual.....	Nacional	36
De Maiquetía á Macuto	id	8
De Vela á Coro.....	Estados Unidos. ...	17
Total		810

*El kilómetro es equivalente a millas 0.62137.

EXPOSICIÓN PERMANENTE DE MANUFACTURAS AMERICANAS EN CARACAS.

El 29 de marzo último tuvo lugar en Carácas, capital de Venezuela, la apertura formal de la exposición permanente de manufacturas americanas establecida por la Asociación Nacional de Manufactureros de los Estados Unidos. Por una correspondencia especial de Carácas, que publica el "New York Commercial," venimos en conocimiento de la hospitalaria acogida acordada por las autoridades y los particulares del país á la delegación americana, nombrada por dicha Asociación para representarla en el acto de apertura, y de la cordialidad con que fue recibida y tratada ésta delegación que hizo viaje á Venezuela con el fin expreso de abrir la exposición.

Presenciaron el acto el General Don IGNACIO ANDRADE, Presidente de la República, los miembros del Gabinete, el Ministro de los Estados Unidos, Honorable Mr. FRANCIS B. LOOMIS, el Secretario de la Legación, muchos miembros del cuerpo diplomático extranjero y multitud de damas y caballeros invitados especialmente para la festividad.

Mr. RUDOLPH DOLGE, comisionado especial de la Asociación y á cuyos esfuerzos se debe en gran parte el éxito de la empresa, comisionó al Gen. A. YBARRA y al Dr. LUCAS RAMELLA, Presi-

dente de la Cámara de Comercio de Carácas, para declarar inaugurada la exposición, lo cual verificado por el General YBARRA, pronunció Mr. DOLGE el discurso de apertura haciendo ver las ventajas que el comercio entre Venezuela y los Estados Unidos habría de derivar de aquella exposición, que es, según dijo, una empresa nacional que no aspira á ningún provecho material y que solo desea presentar al comercio, á la agricultura y al público en general, muestras de los productos y artefactos americanos. La exposición será uno como muestrario permanente donde existirá una oficina de informaciones, también permanente, dispuesta siempre á ayudar al comercio de Venezuela y á los fabricantes de los Estados Unidos. Terminó dando las gracias al Presidente ANDRADE, á nombre de la asociación, por sus esfuerzos en pro de la empresa, cuyo establecimiento significa “la unión comercial de dos países, unidos también por otros lazos.”

El Presidente ANDRADE contestó en términos de encomio y aprobación, deseando prosperidad y éxito á la empresa. “Yo siento personal satisfacción, dijo el Presidente, al ver que la poderosa República del Norte llame á nuestras puertas para ofrecernos el fruto de su experiencia y el acopio admirable del ingenio y del trabajo de sus hijos. Aquí hay un pueblo bueno y honrado que quiere trabajar; nuestros puertos están abiertos sin que los aranceles proteccionistas de la República cierren el paso á las corrientes civilizadoras ni á las fuerzas productoras del exterior. Extensos campos y fértiles montañas ofrecen ópimo rendimiento á las inteligencias y á los brazos que quieran cultivarlos y explotarlos.”

Habló luego el Ministro, Mr. LOOMIS, explicando la alta significación de aquel acto en el porvenir comercial de las dos naciones, acto que llamó el paso más importante que se ha dado, en el sentido de aumentar las relaciones comerciales del nuevo mundo, desde que el Comodoro PERRY se embarcó para el Japón, poniendo á aquel país en íntima comunicación con el mundo. El discurso de Mr. E. H. SANBORN, representante de la asociación, terminó el acto oficial de la apertura, y en pocas palabras dió las gracias al Presidente de la República, al Gabinete y á todos por la hospitalaria acogida de que la delegación había sido objeto.

El número de expositores es cerca de setenta y sus productos abarcan casi todo lo que produce la industria americana.

NOTA.—El informe detallado de las ceremonias de la inauguración de la Exposición Permanente de Caracas, enviado por el Ministro Loomis, acaba de

recibirse en el Departamento de Estado y aparece impreso por extenso en las pruebas en página de los Informes Consulares correspondientes al mes de abril. Sentimos que dicho informe no hubiese llegado á tiempo para insertarlo en el presente número del BOLETÍN MENSUAL.

SISTEMA DE TRANVÍAS DE CARÁCAS.

En la sección de Comercio Misceláneo del BOLETÍN de febrero, se dice que la concesión que se hizo en julio de 1896 para el establecimiento de un sistema de tranvías eléctricos en la ciudad de Carácas, ha quedado sin efecto por no haber cumplido los concesionarios con los términos del contrato.

Esta Oficina ha recibido una comunicación de Señor Don EUGENIO MENDOZA, administrador de dicha empresa, en la que manifiesta que no sólo no ha quedado sin efecto la concesión, sino que ha sido extendida en 25 de octubre de 1897 por quince años, que terminan en 1915, con autorización para usar la electricidad como fuerza motriz.

CULTIVO DEL CAFÉ EN LAS ISLAS HAWAII.

Las primeras páginas de los Informes Consulares de los Estados Unidos de febrero de 1898, contienen un extenso informe sobre el objeto que el título de este artículo expresa, escrito por Mr. WILLIAM HAYWOOD, cónsul general de los Estados Unidos en las Islas Hawaii. El informe contiene un presupuesto del costo de producción del café en aquellas islas, hecho por la Oficina de Relaciones Exteriores del Gobierno. Publicamos este presupuesto y las observaciones de Mr. HAYWOOD por ser de interés para las personas que se dedican al cultivo del café en los países de este continente.

El siguiente presupuesto es tomado de un folleto publicado por la Oficina de Relaciones Exteriores de Hawaii. El presupuesto se contrae al costo de producción de un cafetal de 100 acres, con 75 acres sembrados de café, desde el primero hasta el sétimo año, y se presupone que las cosechas cubrirán el importe de los gastos originales y dejarán un residuo. Este folleto se publicó en 1896, y debió de haber sido basado en muy pocos hechos positivos; sin embargo, un exámen de las entrevistas que he tenido no puede menos que imponer al lector de que la producción calculada ha sido obtenida del todo. La única observación que deseo hacer es la siguiente: se presupone un sueldo de \$1,200 anuales para

el administrador, pero no se consigna ninguna partida para sufragar los gastos ordinarios del dueño. En primer lugar, yo no creo que pueda obtenerse un administrador competente por \$1,200 al año con el encargo de atender á 75 acres sembrados de café, y producir la cosecha presupuesta. Si el administrador es el mismo dueño, la cantidad asignada será suficiente para su sostenimiento y para el empleo de un hombre competente para atender á los trabajos más importantes como siembra, etc. Se verá que este presupuesto exige un capital de \$18,000.

Presupuesto de los gastos de establecimiento de un cafetal de 75 acres, y de su mantenimiento durante siete años

PRIMER AÑO.

Compra de 100 acres de tierras del Gobierno, á \$10 por acre.	\$1,000
Casa del administrador y tanque de agua.....	600
Barracones de los trabajadores y tanque de agua.....	350
Desmante de 50 acres de tierra, á \$20 por acre.....	1,000
Cercas	300
Compra de 65,000 matas de café de un año, á \$5 por mil....	325
Para alinear, surcar y plantar 50 acres.....	600
Sueldo del administrador, un año	1,200
Salario de seis Japoneses, por un año, á \$15 mensuales.....	1,080
Compra de herramientas, y semillero para empezar	500
	\$6,955

SEGUNDO AÑO.

Sueldo del administrador	1,200
Trabajo de seis Japoneses	1,080
Trabajo extra, para alinear, surcar y plantar 25 acres	300
Varios.....	500
	3,080
	10,035

TERCER AÑO.

Sueldo del administrador.....	1,200
Salario de nueve Japoneses.....	1,620
Tinglado para despulpar y casa para secar.....	500
Despulpadora, con máquina y caldera.....	500
Trabajo extra para recojer, despulpar y secar 20,000 libras de café (50 acres) á 4 centavos por libra.....	800
Para despergaminar, aventar y separar 20,000 libras de café, á 1 centavo.....	200
Varios (sacos, fletes, etc.).....	250
	5,070
	15,105

ENTRADAS.

Por la venta de 20,000 libras de café á 18 centavos.	\$3,600
	11,505

CUARTO AÑO.

Sueldo del administrador	\$1,200
Salario de nueve Japoneses.....	1,620
Trabajo extra para recojer, despulpar, y secar:	
50,000 libras de café (50 acres) á 4 centavos per libra...	2,000
10,000 libras (25 acres) de café de matas de tres años ...	400
Para despergaminar, aventar y separar 60,000 libras á un cen-	
tavo.....	600
Varios (sacos, flete, etc.).....	400
	6,220
	17,725

ENTRADAS.

Por la venta de 60,000 libras de café á 18 centavos	10,800
	6,925

QUINTO AÑO.

Sueldo del administrador.....	1,200
Salario de nueve Japoneses.....	1,620
Recojer, despulpar y secar 60,000 libras de café (50 ács) y	
25,000 libras (25 acres) á 4 centavos.....	3,400
Despergaminar, aventar y separar 85,000 libras, á un centavo la	
libra.....	850
Varios (sacos, flete, etc.).....	500
	7,570
	14,495

ENTRADAS.

Por la venta de 85,000 libras de café á 18 centavos.....	15,300
Balance	905

SESTO AÑO.

Sueldo del administrador	1,200
Salario de nueve Japoneses	1,620
Recojer, despulpar y secar 75,000 libras de café (producto de 50	
acres) y 25,000 libras (25 acres) á 4 centavos la libra	4,000
Despergaminar, aventar y separar 100,000 libras, á un centavo la	
libra	1,000
Varios (sacos, flete, etc)	1,000
	8,820

ENTRADAS.

Por la venta de 100,000 libras de café á 18 centavos	\$18,000
Balance.....	10,085

SÉTIMO AÑO.

Sueldo del administrador.....	\$1,200
Salario de doce Japoneses.....	2,160
Recojer, despulpar y secar 125,000 libras de café á 4 centavos..	5,000
Despergaminar, aventar y separar 125,000 libras á 1 centavo..	1,250
Varios (sacos, flete, etc.).....	1,200
	10,810

ENTRADAS.

Por la venta de 125,000 libras de café á 18 centavos.....	22,500
Balance á favor del cafetal al término de los 7 años.....	21,775

APARATOS ELÉCTRICOS EN LA AMÉRICA LATINA.

En estos tiempos, en que se está propagando el empleo de la electricidad en sus diversas formas, los Estados Unidos van á la cabeza de todos los otros países en cuanto se refiere á la introducción de sus manufacturas de aquella clase en todas las partes del mundo. Esto es especialmente cierto en cuanto hace relación á los países de la América Latina.

Ultimamente se ha encargado á compañías americanas de aparatos eléctricos, la instalación de una planta en una fábrica de papel del Brasil, y un equipo en grande escala para las fábricas de San Rafael en México. Pronto se inaugurará en San Ildefonso, cerca de la ciudad de México, una planta construida por electricistas de los Estados Unidos con una capacidad de 1,000 caballos de fuerza. Además de estas plantas, se han establecido y se establecerán otras en México.

La ciudad de Valparaiso, Chile, ha solicitado proposiciones de varias compañías de los Estados Unidos para el establecimiento de una planta eléctrica para luz y fuerza motriz en aquella ciudad. La concesión de este contrato, implica la exportación de maquinaria eléctrica por valor de \$150,000 aproximadamente.

BANCO INTERNACIONAL AMERICANO.

Se ha sometido á la consideración del Congreso de los Estados Unidos, un proyecto de ley para la creación de un banco internacional pan-americano. La Asociación Nacional de Manufactureros aboga con grande empeño por el éxito de este laudable plan, que cuenta con grandes probabilidades de ser sancionado por las Cámaras. Esta empresa, que fué objeto de discusión en una junta celebrada recientemente en Nueva York por la Asociación de Manufactureros, fué aprobada únanimemente per esta corporación.

El banco será establecido sobre las mismas bases que otros bancos internacionales, como el "London and River Plate," el "Crédit Lyonnais," y el "Hong-kong and Shanghai Bank" de Lóndres. Las oficinas principales radicarán en Nueva York y Washington, y se establecerán sucursales en las principales ciudades de las repúblicas de la América latina. El capital del banco será de \$5,000,000 que, según el proyecto, habrá de ser suscrito en su totalidad por capitalistas del continente americano.

Dado el hecho de que en la actualidad no hay ningún banco americano en la América Central ni en la del Sur, y que los cambios con el extranjero sólo pueden llevarse á cabo por medio de las ciudades europeas, fácil es comprender cuales sean las desventajas del comercio de los Estados Unidos con estos países.

A continuación se trascribe el informe presentado al Congreso, por la comisión á cuyo dictámen se sometió el proyecto de ley:

Esta Comisión entiende que entre los puntos relativos al desarrollo del comercio inter-americano, sometidos á su consideración, ninguno reviste más fundamental importancia que el que hace relación al establecimiento de bancos americanos; y cree esta Comisión, asimismo, que el porvenir de las relaciones comerciales entre las Américas dependerá tanto de las ventajas anexas al establecimiento de bancos internacionales, como del desarrollo de cualquier otro elemento de progreso. Opina esta Comisión que la cuestión del cambio internacional es asunto que no reconoce otro alguno de mayor importancia, como no sea la cuestión de transporte.

EXPOSICIÓN PAN-AMERICANA DEL NIÁGARA.

En una junta celebrada recientemente en Nueva York por los miembros de la Comisión Organizadora de la exposición pan-americana del Niágara, se acordó transferir la celebración de ésta, cuya apertura habia de tener efecto en "Niagara Falls" en el verano de 1899, para cuando el estado de los asuntos nacionales ofreciera una oportunidad más propicia para la empresa. Ya se ha sometido á la consideración del Congreso un proyecto de ley aprobando la proposición de abrir aquella exposición en el verano de 1901.

Las razones por cuya virtud se ha decidido posponer la apertura de la exposición, están consignadas extensamente en el acuerdo siguiente, tomado en la junta que se celebró en Nueva York :

Considerando: Que los progresos realizados por la compañía de la Exposición Pan-Americana en el desarrollo de los planes para llevar á cabo aquella exposición y el interés con que dichos planes han sido recibidos en los círculos oficiales del Gobierno de los Estados Unidos, nos convencen de que el proyecto recibirá, en su debido tiempo, apoyo del Gobierno suficiente á asegurar el éxito de aquella empresa en la más amplia esfera internacional ;

Considerando: Que las cuestiones internacionales de importancia primordial y del momento que envuelve la posibilidad de una guerra para la nación y que absorben ahora la atención del Congreso, hacen extremadamente difícil, si no imposible, obtener del Congreso el oportuno y adecuado crédito para servir los propósitos de la proyectada exposición ;

Considerando: Que el tiempo que queda para solicitar el concurso de los gobiernos extranjeros que habrán de ser invitados á tomar parte en la exposición, ha sido reducido inevitablemente á tales términos, que las probabilidades de su participación dentro de tan corto plazo, quedan relegadas á una posibilidad extremadamente remota, no obstante el grande y general interés que los representantes de aquellos gobiernos han mostrado por el proyecto, casi desde que este se inició ;

Considerando: Que es nuestro propósito que el proyecto no se lleve á cabo de otra suerte que en el sentido de una exposición nacional é internacional con la promoción y participación, en la mas amplia esfera, de todos los gobiernos del Nuevo Mundo ;

Considerando: Que los representantes, en Washington, de varios gobiernos extranjeros, entre los que habrán de ser invitados á participar en la empresa, han indicado que en razón á todas las circunstancias existentes, tal vez sería mejor posponer la apertura de la exposición hasta el año de 1901, época ésta en que los productos de la América del Sur podrían obtenerse de la exposición que ha de celebrarse en Paris el año 1900, y exhibirse en la del Niágara ;

Considerando: Que es nuestra opinión que un proyecto como éste, de tan grande importancia para todos los países interesados en su realización, no debiera ni desvirtuarse ni abandonarse;

Se acuerda: Que la celebración de la Exposición Pan-Americana sea pospuesta hasta el año 1901.

MISIÓN INGLESA ESPECIAL PARA LA AMÉRICA DEL SUR.

En el BOLETIN MENSUAL correspondiente al mes de febrero se hizo referencia á la comisión que, bajo los auspicios del Gobierno inglés, saldría para la América del Sur á estudiar las condiciones comerciales de los diversos países que la componen, con el fin de hacer más extenso el comercio inglés.

La oficina ha recibido recientemente una comunicación del Honorable Mr. HENRY L. WILSON, Ministro de los Estados Unidos en Chile, en la cual informa que Mr. GEORGE WORTHINGTON, miembro de la comisión enviada por la Junta de Comercio, ha llegado á Chile en donde hoy se encuentra.

El Ministro WILSON manifiesta que las instrucciones de que va provisto el comisionado son muy ámplias y que se le encarga hacer un estudio sério de las condiciones comerciales de Chile, y de otros países principales de Sud America, las costumbres y los gustos de los habitantes, los precios corrientes, las facilidades de transporte y todo lo que con esto se relacione. Lleva también instrucciones para indicar los cambios y las mejoras en los métodos comerciales de la Gran Bretaña que juzgue convenientes para dar impulso al desarrollo de su comercio con esos países. La importancia que se da á esta misión y la autoridad de que está investida, indican los activos esfuerzos que se están haciendo para desarrollar el comercio inglés en la América del Sur.

INDUSTRIAS TEXTILES EN LA AMÉRICA ESPAÑOLA.

Los informes que se publican á continuación, relativos á las industrias textiles en la América de Sur y México, así como á las importaciones de esta clase en los diversos países, han sido com-

pilados á solicitud de un periódico comercial de Charlotte, N. C., por la Oficina del Comercio Extranjero del Departamento de Estado. Un número de la compilación de dichos informes ha sido recibido en la Oficina de las Repúblicas Americanas.

MÉXICO.

Según "Les Finances des États-Unis Mexicains" por PROSPER GLONER, Berlin, 1898, existían en México al tiempo de la compilación de estas estadísticas, 98 fábricas de géneros de algodón y 23 fábricas de géneros de lana, que representaban un valor, en maquinaria y edificios, de \$17,392,786 (plata mexicana). Había empleados 21,963 obreros, y había en operación 370,570 husos y 12,454 telares. La producción anual era de 3,890,300 piezas de algodón blanco común; 2,077,825 piezas de percal, muselina, etc., 188,500 sobrecamas y 322,975 alfombras, tapetes, etc. Hay en Orizaba una gran fábrica de géneros de yute.

La importación de México en 1896, fué como sigue: de Gran Bretaña, £814,397; de Alemania, \$951,524; de Francia, \$1,610,000; de Bélgica, \$14,282; de los Estados Unidos, \$814,094.

COLOMBIA.

En el DIRECTORIO COMERCIAL publicado por la Oficina de las Repúblicas Americanas se consigna que en el Cauca se fabrican paños de lana y algodón comunes. En Cundinamarca, Boyaca, Antioquía y Bolívar, se fabrican algunos géneros de esta clase. En Santander se fabrican en grande escala, pañuelos, sobrecamas de algodón, tohallas, hamacas, sacos de cáñamo, etc.

La importación de telas en 1896, fué: de Gran Bretaña, £1,041,838; de Francia, \$1,439,000; de los Estados Unidos, \$169,941. No hay estadística del comercio con Alemania y Bélgica.

VENEZUELA.

La importación de tejidos en Venezuela en 1896, fué: de Gran Bretaña, £654,967; de Alemania, \$487,662; de Francia, \$85,499; de los Estados Unidos, \$702,541. No hay datos relativos á la fabricación local.

BRASIL.

Según un informe del Ministro THOMPSON, publicado en "Commercial Relations" de 1895-96, hay numerosos telares de algodón en el país que producen géneros de clases inferiores. La fábrica de Cachoeira en Alagoas, que hace tres años que está en operación, pagó el primer año un dividendo de 48 por ciento; de 50 por ciento el segundo, y de 40 por ciento el tercero. Tiene 480 operarios, y produjo el año pasado 122,783 piezas de género de algodón. La maquinaria costó 364,445 milreis (\$72,887, calculando el milreis á 20 centavos); los edificios de la fábrica costaron 192,000 milreis; las casas para los operarios 51,000 milreis, y varias otras pertenencias, 17,378 milreis. La industria está protegida por un derecho de exportación sobre el algodón en rama, y fuertes derechos de importación sobre los tejidos de algodón.

Las siguientes cifras, relativas á la importación de tejidos, están tomadas del DIRECTORIO COMERCIAL publicado por la Oficina de las Repúblicas Americanas en 1897, y de la estadística oficial de Alemania:

De Gran Bretaña	\$20, 100, 210
De los Estados Unidos	1, 512, 248
De Francia.....	3, 103, 171
De Alemania.....	5, 150, 600

URUGUAY.

La importación de tejidos en Uruguay, en 1896, fué: de Gran Bretaña, £814,853; de Alemania, \$870,128; de Francia, \$432,200; de Bélgica, \$59,863; de los Estados Unidos, \$179,856. No hay estadística de las fábricas locales.

REPÚBLICA ARGENTINA.

En un informe de Buenos Aires, publicado en los "Consular Reports" del mes de abril de 1896, dice el Cónsul que las industrias textiles no se han arraigado todavía en el país. Hay una gran fábrica de géneros de lana en Buenos Aires, en la que se fabrican frazadas, franelas, y paño para ropa militar. Hay varios establecimientos donde se fabrican obras de punto. El promedio

de la importación anual de telas de lana, de algodón y de hilo, es de \$30,000,000.

Un informe del Ministro BUCHANAN ("Informes Consulares," abril de 1897), contiene las siguientes cantidades representativas de la importación de telas (en kilos de 2.2046 libras), en 1896, con las cifras representativas de su valor á continuación:

	Kilos.	Valor.
Estados Unidos.	616, 724	\$316, 896
Inglaterra.	12, 644, 750	£3, 016, 290
Alemania.	1, 635, 240	\$2, 998, 602
Francia.	1, 263, 890	\$3, 352, 796
Bélgica.	1, 113, 430	\$970, 790
Italia.	1, 991, 885	.....

Los valores están tomados de las estadísticas oficiales de los diversos países, con excepción de Italia cuyas cifras de valores no se han podido obtener.

PARAGUAY.

La importación en 1896, fué: de la Gran Bretaña, £3,481; de Alemania \$22,610; nada de los Estados Unidos ni de Francia.

CHILE.

Las telas recibidas de Inglaterra en 1895 fueron valuadas en unas £700,000; las de los Estados Unidos, en \$682,542; las de Alemania, en \$2,832,200; las de Bélgica (1896) en \$150,400; las de Francia (1896) \$1,216,200. No hay estadística de la fabricación local.

BOLIVIA.

Según el DIRECTORIO COMERCIAL ya mencionado, el valor de la importación de telas per la aduana de La Paz en 1895, fué de \$218,381; la importación de telas por Mollendo, Perú, ascendió á 376,977 kilogramos (un kilo es igual á 2.2046 libras); la importación por Antofagasta, Chile, fué de 2,820,713 kilos, y por Tupiza, \$5,440. No hay datos respecto á la producción local. La importación de géneros de algodón procedentes de los Estados Unidos fué de \$2,000 en 1896. La importación de telas de Alemania

fué valuada en el mismo año en \$187,733. La importación procedente de la Gran Bretaña, Bélgica y Francia no se encuentra en las estadísticas oficiales de aquellos países.

PERÚ.

Un informe consular de Bélgica dice que hay dos fábricas de géneros de algodón en Perú. La compañía titulada "Cotton Mfg. Company, Ltd.," en Vitarte, tiene un capital de £130,000 y fué fundada en 1847; fabrica géneros crudos, y su producción es de 2,500,000 metros (1 metro igual á 1 yarda y 3.37 pulgádas) anualmente. La otra fábrica, titulada Fábrica de Tejidos de Algodón, está en Ica. El capital es de £10,000 y se dedica también á la fabricación de géneros crudos. Hay tres fábricas de géneros de lana; la Santa Catalina, en Lima; la Lucre en Cuzco, y la Urcon, en el Departamento de Ancachs.

La importación de telas en 1896 fué: de Gran Bretaña, £687,354; Alemania, \$994,462; Bélgica. \$14,382; Francia, \$63,400; Estados Unidos \$141,861.

ECUADOR

Los géneros de algodón, dice el DIRECTORIO COMERCIAL, se fabrican en casas particulares y en pequeños talleres. Hay una pequeña fábrica de géneros de lana en Chile. La importación de telas, en 1896, fué: de Gran Bretaña, £284,684; de Alemania, \$235,858; de Francia, \$7,070; de los Estados Unidos, \$53,000.

COMERCIO MISCELÁNEO.

REPÚBLICA ARGENTINA.

Construcción de Ferro-
carriles.

Por las estadísticas oficiales venimos en conocimiento de que en el año de 1897 se abrieron al tráfico en la República Argentina 588 millas de ferrocarril, contra 70 millas en 1896 y 304 in 1895. De las líneas terminadas en 1897 solo cuarenta y cinco fueron de vía angosta. Las provincias del sur fueron el centro de actividad, casi exclu-

sivamente, del desarrollo ferrocarrilero durante el año. En la ciudad de Buenos Aires hay en la actualidad 240 millas de tranvías funcionando.

La Industria del Quebracho.

Los curtidores de los Estados Unidos no tienen todavía una idea del valor del quebracho como los de Europa en donde lo emplean corrientemente gran número de industriales en este ramo. En la Argentina crece el quebracho en la mayor abundancia; también se encuentra en grandes cantidades en el Paraguay. Su importancia, como artículo de importación, aumenta de año en año á causa del valor que tiene como ingrediente para mezclarlo con otras soluciones taninas en la industria de curtido. Sus propiedades tánicas, comparadas con las del roble son las siguientes: Quebracho, 12 por ciento; corteza de roble, 10 por ciento. Los mayores gastos que ocasiona esta madera son los de corte y conducción al punto de embarque. Como es una madera de las más duras que se conocen, se necesita para cortarla el empleo de instrumentos de calidad especial. Cuando se usa como sustancia tanina, se le corta en trozos de cinco ó seis piés de largo, que luego se dividen con una sierra circular en piezas de tres pulgadas de grueso. Estas secciones se colocan en una máquina provista de una lámina de acero que lleva un gran número de dientes y que gira con suma rapidez, convirtiendo el quebracho en una especie de serrín grueso, que es la forma en que se usa para curtir.

BRASIL.

Comercio Directo con Italia.

La Cámara de Comercio de Milán, estimulada por el proceder de los Estados Unidos, de la Gran Bretaña, y de otros países, trata de aumentar el comercio directo de Italia con el Brasil y otros países de la América del Sur. Según el "Moniteur Officiel de Commerce" (Paris), de 13 de febrero, Mr. MALDIFANI, Director de los Museos Comerciales de Milán, será enviado al Brasil para estudiar los mejores medios de llevar á cabo la exportación de mercancías directamente, en vez de hacerla, como ahora, por la vía de Paris y Hamburgo.

Límite Fronterizo con la Guayana Francesa.

En el mes de febrero último, la Cámara francesa nombró una comisión para el examen de un convenio, entre el Gobierno de Francia y el del Brasil, aprobado el 10 de abril de 1897, el cual tiene por objeto determinar por medio de arbitraje, la línea fronteriza entra la República del Brasil y la Guayana francesa. Los miembros de la comisión son: Comte de LANJUNAIS, Messrs. FLEURY, RAVARIN, ISAMBARD, THÉOPHILE GOUJON, DELONCLE, ISAAC, SIBILLE, LE MY DE VILERS, FLOURENS, LEMOIGNE, y AUDIFFRED. M. LE MYRE DE VILERS fué elegido presidente de la comisión y M. ISAAC, Secretario.

Reducción en el Flete de la Harina.

En una comunicación fechada en Petrópolis el 28 de enero de 1898, el Ministro CONGER avisa al Departamento de Estado que, por un decreto reciente, los fletes diferenciales contra la harina de los Estados Unidos han sido abolidos. La reducción se extiende también á los siguientes artículos de primera necesidad: arroz, frijoles, harina de maíz, legumbres frescas, tocino, raíces comestibles, azúcar sin refinar y sal.

La tarifa del Ferrocarril Central de Brazil, á la cual se refiere el decreto, es ésta: Hasta 100 kilómetros, 90 reises por kilógramo; de 101 á 300 kilómetros, 60 reises por kilógramo; de 301 arriba, 40 reises por kilógramo.

Derechos de Faro y Muellaje. De conformidad con lo dispuesto en la ley del presupuesto para 1898, todos los navíos que entren en puertos brasileños tendrán que pagar en oro los derechos de faro y el muellaje, en vez de hacerlo, como antes, en moneda del país. El impuesto adicional de 10 por ciento que antes pagaban todos los navíos, lo pagarán en lo futuro solamente los extranjeros.

Impuesto sobre Dividendos de Bancos, etc. Por un decreto fechado el 24 de diciembre último, el impuesto de $2\frac{1}{2}$ por ciento sobre los dividendos de los bancos, compañías por acciones y corporaciones establecidas en el Brasil, se aplica no solamente á las instituciones que tienen su domicilio en la capital federal, sino á todas las que hacen negocios en la República.

CHILE.

Manufacturas Textiles. Con fecha 3 de enero de 1898, el Presidente de la República ha promulgado una ley votada recientemente por el Congreso, en la cual se dispone que la hilaza de algodón y la maquinaria y herramientas necesarias para su manufactura, sean admitidas libres de derechos. Esta ley que tiene por objeto el desarrollo de la industria textil en Chile, regirá hasta el año de 1920.

Cargamento de Carbón y Coke. El "Manufacturer" de Filadelfia dice, en su número de 5 de marzo de 1898, que un barco de acero ha salido recientemente de Baltimore para Coquimbo con un cargamento de carbón y coke. El coke se destina á las fundiciones de cobre y plata en la vecindad de Coquimbo. Dícese que este es el primer cargamento de aquella clase que sale de Baltimore para Chile. Los depósitos de carbón del sur de Chile son muy extensos y han sido explotados en grande escala por muchos años; pero no obstante ésto, la mayor parte del carbón que se consume es importado de Inglaterra y de la Australia en los barcos que vienen desde estos países en busca de carga de retorno. El carbón chileno es bituminoso y propio para consumo en vapores oceánicos, ferrocarriles, instalaciones permanentes y aun en la fabricación de gas. La falta de braceros nativos que rindan trabajo satisfactorio, ha sido serio obstáculo al desarrollo de la explotación de este artículo. Se ha ensayado en numerosas ocasiones la aplicación á esta industria de mineros europeos, pero ésto no ha dado resultado, pues se ha visto que los mineros extranjeros son mas costosos que los braceros del país.

Desarrollo de Magallanes. Según un informe del Señor GUERRERO BACUÑAN, que fué enviado por el Gobierno de Chile al territorio de Magallanes á fin de informarse sobre las condiciones comerciales allí existentes, se sabe que ha habido un desarrollo considerable en esa parte remota de la República. Este desarrollo comenzó en 1897 con la introducción de 500 carneros de las Islas Falkland. El Señor BACUÑAN calcula el valor de lo que

contiene dicho territorio de la manera siguiente: ganado vacuno, \$615,360; caballos, \$366,520; carneros, \$4,557,830; cercas de alambre, \$777,374; edificios, \$1,250,458, y establecimientos industriales, \$133,000. La cantidad de lana exportada en 1896 fué de 3,205,663 libras. En el mismo año se exportaron 70,000 carneros muertos congelados y se asegura, apoyándose en datos fidedignos, que esta industria promete alcanzar un desarrollo importante y lucrativo.

El Cónsul CAPLES, de Valparaíso, remitió al Departamento de Estado, con fecha 29 de enero de 1898, las disposiciones á que están sujetos las facturas consulares y los conocimientos de embarque de las mercancías despachadas con destino á puertos de Chile y que previenen lo siguiente:

Facturas Consulares y
Conocimientos de
Embarque.

(1) Los conocimientos de embarque de los buques que lleguen á puertos de la República, deben estar certificados por el cónsul de Chile en el puerto de embarque.

(2) Cuando se presenten en las aduanas manifiestos detallados, deben ir acompañados de facturas en que se detallen las mercancías certificadas por los cónsules chilenos respectivos, ó á falta de éstos por un cónsul de una nación amiga.

Los cónsules están en el deber de remitir por el primer correo siguiente al despacho, al Jefe de la Aduana en Valparaíso, un ejemplar de las facturas certificadas.

(3) La falta ú omisión del certificado consular, en cualquiera de los documentos mencionados en los artículos precedentes, será castigada con una multa igual al triple del impuesto arancelario que determina la ley consular del 4 de marzo de 1897, artículo veinte, cuya multa percibirá la aduana.

(4) Estas disposiciones entrarán en vigor tres meses después de promulgadas para los consulados en la América del Sur y seis meses después para todos los otros consulados.

COSTA RICA.

Notas Industriales.

La línea de vapores de Costa Rica, que hace el tráfico entre Nueva Orleans y Limón, se ha aumentado con la adquisición de dos grandes vapores nuevos, el *Alps* y el *Andes*. Llevan la bandera inglesa y harán viajes semanales saliendo de Nueva Orleans y Limón, respectivamente, los días viernes.

En Lóndres se organizó, con un capital de £130,000, the "Costa Rica Electric Light and Power Company," con motivo de lo cual dice el "New York Journal of Commerce" de 4 de abril, que las noticias recibidas indican que en dicha República se establecerá un servicio eléctrico en todos sus ramos. La compañía se propone construir varios ferrocarriles eléctricos é instalar oficinas de alumbrado y de potencia eléctrica. En la actualidad no hay otros datos referentes á dicha sociedad, pues apenas se inauguró el día 10 del mes anterior. Se cree que por motivo de la proximidad de Costa Rica á los Estados Unidos la mayor parte del material que necesite la compañía se comprará en este país. Otra ventaja que favorece á los fabricantes americanos de maquinaria y materiales eléctricos es lo bajo del precio, la excelente calidad y la fama de estos

productos. Ya hay establecidas en Costa Rica tres compañías eléctricas, de las cuales la principal se ha unido á la "Costa Rica Electric Light and Power Company."

Según los informes que publicó el "London Financial News" de Inglaterra, los fondos necesarios para atender al servicio de dicha deuda exterior de Costa Rica estaba listos en Lóndres desde el mes de febrero último, habiéndose verificado con todo puntualidad el 1º de abril el pago de los intereses vencidos.

GUATEMALA.

Cosecha de Café.

Según informe del Cónsul General, Mr. BEAUPRÉ, de fecha 5 de marzo de 1898, se está operando un marcado renacimiento en la industria y el comercio de Guatemala. La cosecha de café será mucho mayor de lo que se esperaba, y este producto está obteniendo mayores precios. El promedio de exportación hasta la fecha es considerablemente mayor que el de igual fecha del año pasado. La importancia de la cosecha de café y el aumento en el precio de este artículo, influyen favorablemente en la situación financiera de la República.

MÉXICO.

Inauguración de un Nuevo Ferrocarril.

El Cónsul CHARLES W. KINDRICK dá cuenta al Departamento de Estado, en una comunicación fechada en Ciudad Juarez el 25 de enero de 1898, de la inauguración oficial del ferrocarril de Río Grande, Sierra Madre y el Pacífico. La extensión actual de la línea es de 150 millas, de la Ciudad de Juarez á Casas Grandes, en el Estado de Chihuahua. Según el proyecto, este ferrocarril habrá de llegar á un punto del Golfo de California, en el Estado de Sonora. Esta empresa fué iniciada hace algunos años por varios capitalistas de los Estados Unidos, que son los mayores accionistas. Este ferrocarril abre al tráfico una sección hasta ahora casi inaccesible, abundante en minerales y en otras fuentes de riqueza. Según informe del Cónsul KINDRICK, la explotación de la madera de las montes de la Sierra Madre está todavía en sus comienzos y sólo dá abasto al consumo local, pero es susceptible de un desarrollo inmenso. El distrito que esta línea atraviesa, produce anualmente unas 100,000 cabezas de ganado.

Cuarto para Muestras de Productos.

El Cónsul de los Estados Unidos, Mr. MAGILL, informa al Departamento de Estado, con fecha 20 de enero de 1898, que hay un cuarto en el consulado de Tampico que podría destinarse á la exhibición de las mercancías de los Estados Unidos que tienen salida en los mercados de México, tales como alimentos cereales, jabón, cuchillería, papel de escribir y otros artículos de fácil venta. "Si los fabricantes quisieran aprovecharse de esto," dice Mr. MAGILL, "yo invitaría gustosamente á los comerciantes locales para que examinaran los artículos, y trataría de exponer personalmente las buenas calidades de estos, en la medida de mis facultades. Por supuesto, los gastos de flete ó de entrega deberán pagarse de antemano." El

Departamento de Estado ha aprobado la indicación del Cónsul MAGILL y lo ha autorizado para llevar á cabo el proyecto en todo cuanto sea practicable, en la inteligencia de que todos los gastos deberán ser sufragados por las firmas que remitan sus muestras, y que el consulado no deberá incurrir en erogaciones por ningún concepto. En vista del proyecto de la Asociación Nacional de Fabricantes, de establecer en México y en otros lugares, almacenes permanentes para la exhibición de manufacturas y productos americanos, las referidas indicaciones del Cónsul MAGILL parecen recomendarse por si mismas á la consideración de los hombres de negocios de los Estados Unidos, como paso preliminar y de introducción á los trabajos de aquella Asociación.

Depósitos de Estaño.

Un corresponsal de la publicación llamada "Resources of Modern Countries," escribe de México á dicho periódico, que hay en varias partes de aquella república un número considerable de depósitos de estaño especialmente de la clase que se encuentra en Cornwall. Estos depósitos existen en los Estados de Guanajuato, San Luis Potosí y Sonora. En San Luis Potosí las rocas graníticas que se hallan en la cima de la Sierra de la Estañera, en el distrito minero de Comanja, contienen mineral de estaño muy rico en abundancia. Según el citado corresponsal, estos minerales rinden de 70 á 75 por ciento de metal puro. También se encuentra dicho metal en el Estado de Durango, y si se le explotara como se debe, produciría pingües ganancias, porque los minerales rinden de 35 á 75 por ciento, siendo la mayor parte de la producción en la forma de óxidos.

Comercio en Caoba.

En un artículo del "Furniture Worker," que se publica en Cincinnati y Chicago, se dice que á causa de la actual demanda de muebles finos más costosos que los que han prevalecido en el mercado durante muchos años, las ventas de la caoba han aumentado proporcionalmente. De México, Laguna y Tabasco, viene una caoba de calidad excelente. Los montes en estos lugares son muy densos y en ellos abunda aquella madera. La que viene de México es susceptible de gran pulimento y con ella se fabrican los muebles mas lujosos del mercado. Antes de que estallara la insurrección en Cuba, la caoba resistente, tal como la que se usa para los balancines de mecedores, venía de aquella isla; pero ahora se recibe una clase de caoba de Santa Ana (México) que sustituye bien á la de Cuba. En la actualidad hay una gran demanda de esta madera en los mercados de Lóndres, y se vende á muy altos precios. Desde junio de 1896, se han recibido 2,412 trozas de Honduras; 200 de Nicaragua; 492 de Tabasco; 852 de Africa, y 869 de Cuba.

PARAGUAY.

Demanda de Maquinaria para Descortezar.

El Cónsul de Inglaterra en Asunción, Paraguay, en un informe de fecha reciente dirigido á la Oficina de Relaciones Exteriores, llama la atención hacia la actual demanda de maquinaria descortezadora en aquel país. Hay en el Paraguay muchas variedades de plantas textiles que solo requieren una preparación apropiada para convertirse en artículos de comercio. La caraqueta es una de estas plantas; se da profusamente y como el

ramié, permanece inexplorada en su mayor parte. El cultivo del ramíe ha sido abandonado á causa de la imperfecta maquinaria de que se dispone para el desarrollo de esta industria, no obstante que el cultivo de aquella planta en el Paraguay ha sido en extremo satisfactorio.

PERÚ.

Productos de los Estados Unidos. El Cónsul DICKEY escribe del Callao, con fecha 12 de enero de 1898, que los principales artículos de los Estados Unidos que se importan en el Perú son petróleo refinado, madera de construcción, travesaños de ferrocarril, maquinaria (agrícola y para minería), aceite lubricante, agua de Florida, pintura, cuerdas, trementina, cristalería, pez rubia, grasa, herramientas, máquinas de coser, y unas cuantas bicicletas. La madera de pino y los travesaños de ferro carril son los principales artículos de exportación de la costa occidental, pero el cónsul menciona también un gran cargamento de trigo que llegó de San Francisco en octubre de 1897, y que ascendió á 125,358 bushels. Según el referido cónsul, este es el único cargamento de trigo de los Estados Unidos que se ha importado en el Perú durante los cuatro últimos años; Chile hace la mayor parte de esta importación en el Perú. El importe total del trigo chileno importado en el Perú durante el año de 1897, ascendió á 22,613,723 kilogramos (830,903 bushels). Opina el cónsul que lo primero que deben hacer los Estados Unidos para conseguir el comercio del Perú y de los otros países de la costa del Pacífico en la América Central y del Sur, es establecer una línea de vapores rápidos desde San Francisco.

URUGUAY.

Estado del Comercio. El Cónsul de los Estados Unidos, Mr. SWALM, comunica de Montevideo con fecha 4 de febrero de 1898, que la trasquiladura de la presente estación en el Uruguay ascenderá á 90,000 pacas, de las cuales casi 70,000 han sido embarcadas para los mercados europeos; hay 10,000 pacas almacenadas, y de las 10,000 restantes, no se ha dispuesto todavía. La matanza de ganado hasta el 3 de febrero, era como sigue:

Número de reses beneficiadas hasta aquella fecha	101, 261
Número de reses beneficiadas hasta igual fecha de 1897	162, 882
Número de reses beneficiadas hasta igual fecha de 1896	137, 002

Dice el Cónsul SWALM que la cosecha de trigo es la mejor que se ha recojido en muchos años, y que se acaba de dar comienzo á la exportación de aquel producto para los mercados de Europa.

Supresión de Derechos de Aduana Adicionales. Una ley de 11 de enero de 1896 estableció en el Uruguay, por el término de dos años, ciertos impuestos nuevos y especialmente un derecho suplementario de $2\frac{1}{2}$ por ciento sobre todas las mercancías importadas á la República. Este derecho fué suprimido el 11 de enero de 1888 por haber expirado el período para el cual se estableció.

VENEZUELA.

Fábrica de Cerveza en Puerto Cabello. El Cónsul de los Estados Unidos en Puerto Cabello informa que, á causa del establecimiento reciente de fábricas de cerveza en Caracas, Puerto Cabello y Maracaibo, las importaciones de esta bebida han llegado á ser casi nominales, y que dentro de poco habrán cesado por completo. Antes se importaban grandes cantidades de cerveza de los Estados Unidos, Inglaterra y Alemania. En Puerto Cabello se ha construido una cervecería, cuya capacidad productora es de 2,642 galones en veinticuatro horas; está montada con maquinaria de lo más perfeccionado y produce una cerveza de excelente calidad. La fábrica cuesta cerca de \$200,000 y es propiedad de capitalistas alemanes. En el Brasil se ha establecido también ésta industria. En Porto Alegre, Rio Grande do Sul, se ha organizado una compañía de accionistas con un capital de \$3,500,000, con el objeto de establecer fábricas de cerveza.

PRODUCCIÓN DE VINO EN LAS REPÚBLICAS AMERICANAS.

Los datos que se ponen á continuación, referentes á la producción de vino en varios países del continente americano, son tomados de un informe sobre la producción de vino en todo el mundo durante los años de 1896 y 1897, que se publicó en uno de los últimos números del "Moniteur Vinicole":

	Gallones.	
	1897.	1896.
Estados Unidos	25, 234, 000	14, 960, 000
México.....	1, 320, 000	1, 546, 000
República Argentina	31, 680, 000	34, 980, 000
Chile.....	61, 600, 000	37, 460, 000
Brasil	8, 580, 000	10, 450, 000

BOLETIM MENSAL

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UNIÃO INTERNACIONAL DAS REPUBLICAS AMERICANAS.

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RELAÇÕES COMMERCIAES ENTRE OS PAIZES AMERICANOS.—X.*

RECURSOS INTERIORES DAS ANTILHAS.

Já no BOLETIM MENSAL correspondente ao mez de Outubro de 1897, se fez referencia ás condições favoraveis que as Antilhas offerecem ao commercio dos Estados Unidos, pois sua posição geographica torna muito facil a communicação entre os portos norte-americanos e o immenso archipelago que se estende desde as proximidades da Florida até perto da costa de Venezuela. A area de todas essas ilhas é cerca de 92,270 milhas quadradas e sua população é calculada em 5,000,000.

O producto principal das Antilhas é o assucar, e o tabaco e o café vem em segundo lugar. Pode-se dizer que, até ha poucos annos, não existiam outros productos que, sob o ponto de vista commercial, merecessem ser mencionados; mas ultimamente tem-se dedicado bastante attenção a outra classe de productos, taes como cacáo, madeiras, rhum, melaço, fibras vegetaes, esponjas, concha de tartaruga, sal, couros e fructas tropicaes.

*O primeiro desta serie de artigos, pelo finado Sr. JOSEPH P. SMITH, foi publicado no BOLETIM MENSAL do mez de Julho de 1897. Continuar-se-ha a publicação destes artigos, escritos por varios collaboradores e de conformidade com o plano adoptado pelo Sr. SMITH.

As Antilhas constituem, como é bem conhecido, uma região agrícola por excellencia, ainda que sejam limitados seus recursos industriaes. O que principalmente exportam são os productos do solo, que, mais ou menos fertil em todas as ilhas, é de uma fecundidade assombrosa em algumas d'ellas, como Cuba, Puerto Rico, Jamaica e Haiti. A extraordinaria riqueza da grande Antilha hespanhola é proverbial, porque não sómente dá todos os productos da America intertropical, mas possui em seu tabaco uma verdadeira especialidade. Os esforços que se fizeram para cultivar em outros paizes, o magnifico tabaco da Vuelta Abajo, não tiveram bom exito, e não se pode obter este tabaco fora dessa ilha privilegiada. O café de Puerto Rico é muito famoso, assim como o de Haiti. A ilha da Trindade produz excellente cacáo.

O commercio das Antilhas com os Estados Unidos é já muito consideravel e é de esperar que se va desenvolvendo mais e mais cada dia. Si olharmos para as tabellas que publicamos em seguida, extrahidas de dados estatisticos da Secretaria do Thesouro dos Estados Unidos, veremos o total do commercio entre os Estados Unidos e as Antilhas durante o exercicio de 1896-97:

Importações.

As Antilhas:

Inglezas	\$12, 285, 885
Dinamarquezas	367, 289
Hollandezas	96, 343
Francezas.....	9, 944
Haiti	1, 460, 220
Santo Domingo	2, 369, 424
Ilhas hespanholas:	
Cuba	18, 406, 815
Puerto Rico	2, 181, 024

Exportações.

As Antilhas:

Inglezas	\$7, 803, 493
Dinamarquezas	519, 448
Hollandezas	649, 971
Francezas.....	1, 665, 461
Haiti	3, 554, 433
Santo Domingo	1, 045, 037
Ilhas hespanholas:	
Cuba	7, 599, 757
Puerto Rico	1, 964, 850

As Antilhas britannicas mantêm um grande commercio com os Estados Unidos, a onde enviam a maior parte de seus productos e

de onde recebem quasi todo o que necessitam. Referindo-se ás condições do commercio em Jamaica, o Sr. ECKFORD, Consul dos Estados Unidos em Kingston, diz n'uma communicacão que foi publicada nas "Commercial Relations of the United States" de 1895 e 1896, o que segue:

"Em resposta á circular dessa Secretaria de 8 de Julho de 1896, tenho a honra de dizer que nos ultimos annos tem havido um crescimento constante nas importações dos Estados Unidos, e julgando pelo que se vê, o augmento continuará.

"O melhoramento das facilidades de transporte entre esta ilha e os Estados Unidos, dando em resultado uma reduccão no preço dos fretes; os esforços dos fabricantes, exportadores e outros homens de negocios para fazer conhecer os productos americanos nas Antilhas por meio de annuncios, ou aproveitando-se de agentes responsaveis e activos ou de outra maneira; tudo tem contribuido a augmentar o commercio, e é claro que o espirito de empreza e a energia dos commerciantes dos Estados Unidos, dos quaes pode-se affirmar que ultimamente tem comprehendido que existe aqui um bom mercado para seus productos, resultarão em maior desenvolvimento das relações commerciaes."

Os meios de communicacão interior nas differentes Antilhas geralmente bastam as necessidades do commercio. Em Cuba, os principaes centros de população ligam-se por estradas de ferro. Em Jamaica, ha tambem algumas milhas de estradas de ferro, assim como na Trindade, Barbadas, Porto Rico e na Republica Dominicana; mas a maior parte do commercio é feita por agua, ainda que existem tambem boas estradas de rodagem em algumas das ilhas.

Ha nas Antilhas numerosos e excellentes portos, alguns dos quaes figuram entre os primeiros da America. As communicacões entre ditos portos e os dos Estados Unidos são boas e frequentes. Fallando de Jamaica, diz o Consul ECKFORD, no relatorio já mencionado, o que segue:

"Jamaica tem 42 portos abertos ao commercio estrangeiro, dos quaes os principaes são Kingston, Port Antonio, Montego Bay, Black River, Savana la Mar, St. Anns Bay, Falmouth, Milk River, Lucca, Morant Bay, Annotto Bay, e Port Maria. Durante o anno sahiram dos portos da ilha 1,168 embarcações, ou 32 mais que o anno anterior. Destas embarcações 698 foram vapores e

470 navios á vela. Pertenciam aos Estados Unidos 102, e destes 82 foram vapores e 80 navios á vela, com uma tonelagem de 75.052 toneladas, mostrando um augmento de 35.711 toneladas sobre o anno passado. Os meios de transportes entre esta ilha e os Estados Unidos são excellentes. Os vapores da 'Atlas Steamship Company' fazem uma viagem por semana de ida e volta entre New York e Kingston. A dita companhia conta com 8 vapores neste commercio. * * * A linha 'Kerr,' ingleza, tem varios navios que se dedicam principalmente ao commercio de fructas e que correm entre os differentes portos da ilha e New York. A 'Boston Fruit Company,' corporação americana, tem 12 navios, alguns proprios e outros fretados, com uma tonelagem que varia de 381 a 1,440 toneladas, e que se empregam no commercio de passageiros e no de fructas, fazendo viagens de Port Antonio, que é a estação principal, Kingston, Annotto Bay, Buff Bay, Hope Bay, Port Morant e outros pontos, a New York, Philadelphia, Boston e Baltimore. Os Vapores da 'West Indian and Pacific Line' fazem duas viagens por mez da cidade de Kingston a New Orleans, fazendo escala em alguns portos mexicanos. A 'Independent Line' começou ultimamente a fazer viagens de ida e volta com seus vapores entre New York e Kingston. Estes se dedicam principalmente ao commercio de fructas. Ha muitos vapores sem escala fixa que correm entre os portos da ilha e os dos Estados Unidos."

Os principaes portos de Cuba estão em communicação por vapor com os Estados Unidos, e as seguintes linhas de navegação merecem ser mencionadas. A "New York and Cuba Mail Steamship Company," a "Munson Steamship Line" e a "Compañía Transatlántica Española." Santo Domingo e Haiti têm tambem bons meios de communicação com os Estados Unidos por vapores e navios de vela. Outro tanto pode-se dizer das Antilhas francezas, hollandezas e dinamarquezas.

Como era de esperar, tomando em consideração a posição geographica das Antilhas a respeito dos Estados Unidos, as transacções commerciaes entre este paiz e aquellas ilhas são de grande importancia e promettem um rapido desenvolvimento. Com as colonias hespanholas de Cuba e Porto Rico e especialmente com a primeira, o commercio dos Estados Unidos tem sido muito

notavel, pois tem ascendido a não menos de noventa por cento do commercio total da grande Antilha.

Segundo o "Statesman's Year Book" para 1897, quasi todo o tabaco e quasi a metade dos charutos que se exportam de Cuba vem aos Estados Unidos. A mesma autoridade assegura que das 832,431 toneladas de assucar que sahiram da ilha em 1895, se introduziram nos Estados Unidos 769,962. O commercio dos Estados Unidos com as Antilhas britannicas é consideravel, pois, como antes se disse, a maior parte dos productos destas vem aos mercados americanos, e nelles tambem se provem aquellas colonias do que necessitam. Jamaica, que é a primeira de todas ellas por sua extensão, riqueza, e população, importa dos Estados Unidos uma grande quantidade de mercadorias, quantidade que em 1896 representava 33.9 por cento da importação total de artigos manufacturados. Quanto aos productos alimenticios que se introduzem na ilha, a maior parte vem dos Estados Unidos, pois, segundo o Consul ECKFORD (vejam-se as "Commercial Relations of the United States" para 1895 e 1896, pagina 519) dos \$3,870,716.03 que essa importação representou no exercicio de 1895-96, \$2,429,294.91 corresponderam aos Estados Unidos.

O commercio dos Estados Unidos com as Antilhas francezas, não obstante ser consideravel, não tem chegado ainda a seu completo desenvolvimento, e a este respeito convem citar o que diz o Consul americano, o Sr. TUCKER, em um relatorio que dirigiu de St. Pierre, Martinica, 8 de Outubro de 1896, e que foi publicado nas "Commercial Relations of the United States" para 1895 e 1896.

"Em uma entrevista recente que tive com o prefeito de St. Pierre, este senhor queixou-se da impossibilidade de obter informações exactas dos catalogos que vem impressos em inglez, porque nenhum dos empregados da municipalidade conhece a dita lingua. Alludiu especialmente a catalogos de bombas de incendio as quaes a cidade deseja comprar, e tambem me disse que desejaria ter um catalogo e uma lista de preços em francez de toda classe de artigos de escriptorio, accrescentando que enviar essas publicações em inglez, como se faz constantemente, é um gasto desnecessario.

"Seria bom suggerir aos industriaes e commerciantes dos Estados Unidos a conveniencia de mandar a esta ilha catalogos e listas de preços em francez, como um meio para introduzir aqui

as manufacturas americanas, dando-as a conhecer melhor do que se conhecem na actualidade. Tambem pode-se aconselhar para o mesmo fim que se enviem a esta ilha e a outros lugares onde se falla francez, agentes commerciaes que sejam homens de intelligencia e educação, assim como conhecedores de linguas estrangeiras. D'outra sorte, as viagens dos ditos agentes não terão bons resultados. Quando penso nos esforços que fazem outras nações, especialmente a Allemanha, para educar seus jovens que se dediquem a este importante trabalho, e observo o bom exito alcançado, não posso deixar de chamar a attenção dos meus concidadãos para este assumpto, nesta epocha de concurrencia e de esforços constantes para melhorar os meios de attrahir-se o commercio dos paizes estrangeiros. Tenho conhecido nesta ilha agentes commerciaes dos Estados Unidos que não podiam fallar francez e que, por conseguinte, não podiam fazer negocios, emquanto que outros conhecedores da lingua e entendidos em seus negocios, obtinham grandes vantagens para as casas que representavam.”

As Antilhas dinamarquezas e hollandezas são as menores de todas, e seu commercio é naturalmente proporcionado a seu tamanho. O commercio que mantêm com os Estados Unidos é, todavia, consideravel. Fallando das importações e exportações em St. Thomas, o Consul STEWART, em um relatorio em data de 5 de Septembro de 1896, que foi publicado nas “Commecial Relations of the United States” para 1895 e 1896, expressa-se assim:

“Houve uma diminuição nas importações da Inglaterra, França, e Allemanha durante o exercicio findo a 30 de Junho de 1896, emquanto que as importações dos Estados Unidos augmentaram-se em mais de \$40,000.

“Calculam-se as exportações em cerca de \$60,000, e desta quantia \$37,987 foram aos Estados Unidos.”

A colonia hollandeza de Curaçao tem, em proporção a seu tamanho, um commercio consideravel com os Estados Unidos; mas é claro que muito se poderia fazer para augmental-o, e a respeito disto, o Consul Americano, o Sr. JERVIS SPENCER, diz, em um relatorio publicado nas “Commercial Relations of the United States” para o anno de 1895-96, o que segue:

“Si se exhibissem aqui amostras de manufacturas americanas, junto com as listas de preços, e si se comparassem estas com as

européas, sem duvida as primeiras seriam preferidas e um commercio seria estabelecido que augmentaria cada dia. Aconselharia que as ditas amostras se expozessem em um edificio destinado a este fim para que os fabricantes dos Estados Unidos poderiam com pouco custo vender suas manufacturas aos commerciantes destes paizes.”

O Consul SPENCER, como outros empregados consulares, aconselha que se enviem a essas ilhas agentes commerciaes que conheçam a lingua, os gostos e os costumes do paiz,

Ao considerar o desenvolvimento a que pode chegar o commercio dos Estados Unidos com as Antilhas, o primeiro que salta á vista é a proximidade destas ilhas ao littoral dos Estados Unidos. As montanhas de Cuba quasi podem ser vistas desde a Florida. De New York a Kingston, Jamaica, a distancia é de 1,820 milhas, sendo muito menor a Haiti. Situadas as Antilhas no caminho que seguem os vapores e navios á vela que se empregam no commercio entre os Estados Unidos e a costa da America Central e do Sul sobre o Atlantico, é indubitavel que á proporção que se desenvolverem as relações commerciaes das tres secções deste continente, o commercio entre as Antilhas e os mercados do norte terá de augmentar-se necessariamente. As fabricas americanas podem fornecer a todo o archipelago todas as manufacturas que seus habitantes necessitam, e a concurrencia das nações do Velho Mundo será impossivel no dia em que os commerciantes dos Estados Unidos, ajustando-se ás exigencias dos mercados das Antilhas, adoptem o methodo commercial seguido pelos paizes europeos, principalmente a Allemanha, e que consiste, sobretudo, em estudar, por meio de agentes activos e bem educados, os usos, os costumes e ainda os gostos peculiares dos povos com os quaes commerciam.

A reconstrucção da marinha mercante dos Estados Unidos é uma necessidade indispensavel em face das exigencias do commercio exterior. Não ha razão para que os armadores americanos não possam fazer concurrencia com os da Europa na industria de transportes por agua, sobretudo, tratando-se dos paizes' deste continente, e, todavia, é um facto innegavel e sorprendente que a maior parte das mercadorias que se introduzem dos portos da America latina chega em embarcações de nacionalidade europea.

Nos estaleiros americanos se constroem navios tão bons como os que se fazem na Inglaterra, e é uma verdade reconhecida que em epochas passadas a marinha mercante dos Estados Unidos sobrepujou a da Inglaterra. Para pô-la outra vez nessas condições, deveriam dirigir-se os esforços de todos os que aspiram a ver a Grande Republica dominando sem concurrencia alguma em todos os mercados do novo mundo.

Á medida que a marinha mercante dos Estados Unidos se levantar á altura a que deve necessariamente chegar, far-se-ha mais facil o crescimento do commercio deste paiz com os demais da America. É um facto reconhecido por todas as grandes potencias do mundo que nada é tão favoravel ao commercio de um paiz como o poder de enviar seus productos ao estrangeiro em seus proprios navios, e a isto se deve indubitavelmente em grande parte a posição proeminente que a Grão Bretanha tem occupado por muito tempo a respeito das outras nações mercantis. Bem conhecidos são os esforços que a França e a Allemanha têm feito e continuam a fazer em beneficio de sua marinha mercante. Nos Estados Unidos se comprehende perfeitamente a importancia de que o commercio americano disponha de melhores facilidades de transporte afim de que os exportadores deste paiz deixem de pagar tributo a empresas de navegação estrangeiras. Sendo a Grande Republica a primeira nação industrial do mundo e contando em ambos mares com numerosos e excellentes portos, é natural que possua uma marinha mercante proporcionada ás necessidades do seu commercio, e a terá. Já se tem conseguido muito neste sentido, mas ainda fica bastante por fazer. O dia virá, todavia, e tudo parece indicar que já se acerca, em que a bandeira americana, fluctuando sobre navios mercantes americanos, se offerecerá aos olhos do viajante, como hoje se apresenta a bandeira ingleza, em todos os portos da America.

H. G. Uzman

REPUBLICA ARGENTINA.

INDUSTRIA ASSUCAREIRA DE TUCUMAN EM 1896-97.

A produção de assucar na provincia de Tucuman tem seguido, durante o passado anno fiscal, o desenvolvimento crescente que já se tem indicado em relatorios anteriores. A colheita de 1896-97 montou a 135,606 toneladas. A produção dos cinco annos precedentes, foi como se segue:

Annos.	Toneladas.
1891-92	45, 000
1892-93	40, 000
1893-94	55, 000
1894-95	74, 000
1895-96	103, 000

Durante o anno de 1896-97, estavam funcionando trinta e quatro engenhos de assucar, dos quaes cinco, cujos donos são francezes, produziram 23,000 toneladas; dous, cujos donos e administradores são filhos de francezes, cidadãos da Republica Argentina, produziram 8,000 toneladas, e tres, cuja produção total foi de 22,500 toneladas, são da propriedade de uma companhia allemã. Alem destes engenhos, ha um hespanhol que produz 9,000 toneladas, um sueco e um americano que produzem 1,600 e 2,154 toneladas respectivamente. Os vinte e um engenhos restantes, são da propriedade exclusiva de argentinos.

Estes engenhos receberam da França todas suas machinas com excepção dos tres engenhos allemães, o americano e outro mais, cujas machinas foram compradas na Inglaterra.

Espera-se que a produção para o anno fiscal de 1897-98 será de mais de 150.000 toneladas. Por conseguinte, o mercado da Republica Argentina pode ser considerado desde agora, como fechado ao assucar europeu, com excepção de algumas pequenas quantidades de assucar refinado, introduzido para o uso de certos consumidores ricos. Os referidos dados só referem á provincia de Tucuman. A produção de assucar nas provincias vizinhas de Salta, Jujuy, o Chaco e Corrientes montou em 1895 a 15,000 toneladas, segundo um relatorio official. Em Santa Fé, Formosa, e Santiago, a produção para o mesmo anno foi de 9,000 toneladas.

COLHEITA DE CEREAS.

O "South American Journal" de 19 de Março, publica a seguinte comunicação sobre a colheita de cereas. A dita comunicação foi escripta pelo Sr. WILLIAM GOODWIN, membro da commissão de inspecção de grãos do rio da Prata, e está datada em Buenos Aires, a 14 de Fevereiro de 1898.

Dizem que ha uma producção deficiente de trigo em muitas partes da Republica Argentina e se crê que a exportação total do rio da Prata não excederá de 5,000,000 quarteis, apesar de ter tido no Uruguay uma colheita abundante, de boa qualidade; mas si a grande geada de 8 de Novembro, quando a planta estava em flor, se tivesse demorado uma semana mais, se teria dobrado provavelmente a quantidade destinada á exportação, pois o damno occasionado pelos gafanhotos não foi de importancia e a secca causou prejuizos principalmente nos districtos em que se apresentou immediatamente depois das geadas. A qualidade do grão será varia; e as grandes chuvas que têm cahido ultimamente têm causado damno consideravel em muitas rimas que ainda não estão debulhadas.

A colheita de linhaça é muito escassa, e é duvidoso que a exportação exceda de 100,000 toneladas, de qualidade mediana.

A colheita de milho promette ser muito grande e não se teme que seja prejudicada pelos gafanhotos nas poucas semanas que faltam para que aquella planta esteja madura.

COLUMBIA.

CONCLUSÃO DO MOLHE DE LA BOCA.

N'uma comunicação, em data de 3 de Fevereiro de 1898, o Sr. MURPHY, Agente Consular dos Estados Unidos em Colon, dá conta á Secretaria de Estado, da conclusão do dique de La Boca, ponto terminal do Canal de Panama pelo lado do Pacifico. Considerou-se necessaria a construcção desta obra para obviar os obstaculos que apresentavam as grandes marés no porto de Panamá, que excediam de vinte e cinco pés, deixavam o fundo do mar exposto á vista por uma milha ou mais desde a praia, na maior baixa-mar.

O Sr. MURPHY diz que é opinião geral que esta obra terá um bom exito, e que os vapores de maior tamanho poderão carregar e descarregar no caés, em vez de fazel-o como antes, por meio de lanchas no ancoradouro aberto.

N'um relatorio apresentado por M. BONARDEL, Presidente da

Directoria da Nova Companhia do Canal de Panamá, n'uma reunião de accionistas celebrada em Paris a 28 de Dezembro de 1897, se declara que a conclusão do porto e do molhe de La Boca é um dos principaes trabalhos entre os emprendidos pela Companhia durante o anno passado, e que seu principal objecto é facilitar á Companhia de Estradas de Ferro de Panama o despacho de mercadorias mais rapidamente e com menos gastos que antes, de modo a poder fazer concorrência vantajosa com as varias estradas de ferro transcontinentaes e com a transportação maritima pelo Estreito de Magalhães.

Estão terminadas quatorze milhas do canal a partir do extremo de Colon, e seis milhas desde o de Panamá; mas a maior e mais difficil parte da empreza, as obras necessarias para atravessar a cordilheira Culebra e prevenir as inundações do rio Chagres, ainda tem de ser emprendidas.

EQUADOR.

CULTIVO DE BORRACHA.

O Sr. PERRY DE LEON, Consul Geral dos Estados Unidos em Guayaquil, remette á Secretaria de Estado, em data de 26 de Fevereiro, um relatorio sobre o cultivo da borracha no Equador. Do dito relatorio extrahimos o seguinte:

O cultivo da borracha no Equador é uma nova industria; até o presente, a borracha tem sido extrahida de arvores silvestres nas florestas, mas a maneira descuidada em que se tem levado a cabo aquella operação, tem dado em resultado a destruição da arvore. Nas regiões remotas ha ainda grandes florestas que, por razão de sua inacessibilidade e por falta de meios de transporte, permanecem intactas.

Trata-se de obter do Governo uma concessão de oito annos para a exploração da borracha e a quinina na Provincia de Tungurahua, n'uma area de 8 a 10 leguas quadradas. Os principaes productos da Republica são cacáo e café, mas espera-se que o interesse que se está tomando actualmente no cultivo da borracha, dê a esta industria tanta importancia como a que aquelles têm.

O Consul-Geral DE LEON diz que o Equador produz em abun-

dancia toda a classe de arvores de borracha, e que as de melhor qualidade se encontram nas regiões mais temperadas dos tropicos. A arvore dá seu maior rendimento a uma temperatura de 64° Fahrenheit; a uma temperatura mais baixa a gomma se solidifica, assim cerrando a incisão e parâlysando o fluxo do liquido.

O Equador tem immensas extensões de terra propria para o cultivo da borracha, que se podem obter a preços muito baratos. Diz o Consul-Geral em seu relatorio:

Eu estou seguro de que o Presidente ALFARO receberá com fervor a immigração e o capital americanos. Os immigrants devem ter meios de subsistencia ate as arvores estejam madurecidas. Neste paiz a vida é muito barata; quasi tudo cresce espontaneamente; a alimentação é barata e se necessita muito pouca roupa. Si se levasse a cabo a projectada estrada de ferro a Quito, poderiam ser utilizadas immensas florestas de borracha que agora estão demasiado remotas para ser exploradas.

MEXICO.

COLONIA JAPONEZA.

De “El Progreso de Mexico,” sabe-se que o Sr. KOBAYASHI e o Sr. H. KAWAMURA, de Tokio, chegaram a San Francisco no vapor *Gaelic* no dia 23 de Fevereiro passado, em viagem para o Mexico, afim de tratar do estabelecimento de colonias japonezas n’aquelle paiz. N’uma entrevista celebrada com o Sr. KOBAYASHI, elle disse que já se fizeram todas as preparações para o estabelecimento de uma colonia japoneza n’uma extensa zona vizinha ao porto de San Benito e contigua á fronteira de Guatemala. Essa zona tem 100,000 geiras de extensão e foi comprada por Conde Enomoto, ex-Ministro da Agricultura no Japão, e dono de muitos bens de raiz d’aquelle paiz, de accordo com um tratado celebrado entre o governo mexicano e o japonez, no anno passado. Os promotores da empresa contam com o auxilio do governo japonez.

O objecto dos dous visitantes é examinar a terra e dividil-a entre os colonos, o que effectuar-se-ha logo quanto fôr possivel. Dizem que toda a terra será dedicada ao cultivo de café. Tambem propõe-se estabelecer uma linha de vapores entre as cidades de San Francisco e Acapulco, para ligar-se com a linha japoneza que atravessa o Pacifico.

EXPORTAÇÃO DE GADO.

Diz o “National Provisioner” (que se publica em Chicago e em New York), em seu numero de 26 de Março, que a existencia de gado no Mexico está quasi inteiramente esgotada. Este estado de cousas se attribue á procura extraordinaria de carne de vacca mexicana, que começou ha dous annos. Receberam-se dos Estados de Chihuahua e Sonora de 5,000 a 6,000 cabeças de gado por mez. Alem disto, a exportação de gado em pé, para os Estados Unidos durante os ultimos doze mezes, tem sido consideravel. Esta procura de gado nao está diminuindo, e o resultado é que a existencia de gado, em apparencia inesgotavel, do norte do Mexico, tem sido grandemente reduzido. É evidente que os pastores mexicanos têm obtido proveito consideravel de suas fazendas.

CONTRACTO COM A COMPANHIA MEXICANA DO CABO
TELEGRAPHICO.

Em data de 15 de Novembro de 1897, o Governo mexicano celebrou um contracto por intermedio do Secretario de Estado dos Negocios da Industria, Viação e Obras Publicas, com a Companhia Mexicana do Cabo Telegraphico. Neste contracto, approvado pelo Congresso, se estipula que o serviço telegraphico internacional da Republica será a cargo das linhas daquella companhia em combinação com a companhia intitulada Western Union Telegraph Company dos Estados Unidos. Pelas estipulações deste contracto a Western Union Telegraph Company fica autorisada para ligar seus arames com os da companhia mexicana, sobre ou debaixo da terra, assim como tambem o cabo submarino em Laredo, Tamaulipas, Ciudad Juarez, Chihuahua e Nogales. Pelas condições do artigo 24, a Companhia Telegraphica Mexicana obriga-se a dar ao Governo do Mexico 15 por cento dos ganhos annuaes do serviço internacional da Republica, que tenha lugar pela fronteira do norte ou por meio de seu cabo. A companhia garante que o referido 15 por cento não baixará de \$20,000 (ouro) annualmente, emquanto que vigore o contracto.

Segundo o artigo 26, o serviço telegraphico internacional da Republica será levado ao cabo sómente pelo Governo Federal, a Companhia Telegraphica Mexicana, e a Union Telegraph Com-

pany, enquanto que este contracto esteja vigente; e a expressão serviço telegraphico internacional incluye o serviço de telephono e toda troca de despachos já seja directamente por contracto das linhas, ou já indirectamente por meio de mensageiros ou de outro modo.

Em caso de falta de cumprimento do paragrapho 1º deste artigo, a Companhia Telegraphica Mexicana poderá suspender o pagamento de 15 por cento dos ganhos annuaes.

O CANAL DE DRENAGEM.

A grande obra de construcção do canal de drenagem do valle do Mexico, já está concluida, com a excepção de alguns toques finaes. Diz-se que este canal que tem chamado a attenção dos engenheiros no Mexico desde que os trabalbos começaram em 1607, estará em operação dentro dos proximos seis mezes. O contracto pelo qual se tem levado ao cabo a obra foi celebrado a 25 de Dezembro de 1889, entre o Governo mexicano e os Srs. PEARSON & SONS de Londres. A obra completa, incluindo canal e tunnel, terá 40 milhas de comprimento, e custará \$20,000,000, approximadamente.

O valle do Mexico é uma immensa bacia e tem uma extensão de 2,200 milhas quadradas, com uma altura média sobre o nivel do mar de 7,413 pés. Antigamente foi um mar interior e depois dos processos naturaes de absorpção, evaporação, etc., tornou-se uma serie de lagos que têm sido fontes de constante perigo para a vida e a propriedade e uma ameaça á saude dos habitantes da cidade de Mexico e das villas e povoações vizinhas.

O Sr. ROMERO, ministro do Mexico nos Estados Unidos, em um artigo sobre o assumpto publicado na "Engineering Magazine" de 1895, disse:

"Quando desaparecer o perigo das inundações e se der remedio á insalubridade por meio de um systema apropriado de drenagem, a maior segurança de vidas e propriedades, terá muita influencia sobre a prosperidade da cidade do Mexico. O valor da propriedade augmentará, a população crescerá rapidamente, sem contar o numero de viajantes que virão dos Estados Unidos, com todo o que augmentariam as rendas do municipio."

ARRENDAMENTO DA ESTRADA DE FERRO DE TEHUANTEPEC.

Tem-se celebrado um contracto entre o Governo Mexicano e a casa de Srs. PEARSON & SONS de Londres, pelo qual o Governo arrenda á casa acima mencionada, por um periodo de cincoenta annos, a contar desde o primeiro de Abril de 1898, a Estrada de Ferro de Tehuantepec, incluindo-se todas as suas dependencias. O arrendamento comprehende a obrigação de construir portos bons e seguros nos dous terminos da linha, Coatzacoalcos e Salina Cruz. Pelas condições do contracto os Srs. PEARSON & SONS se obrigam a pôr a linha em boas condições para o serviço e a mantel-a no mesmo estado até que seja transferida para o Governo, ao fim do prazo do arrendamento. O Governo garante como renda liquida da linha 6 por cento do capital empregado no melhoramento da linha, e toda a renda que exceder desta quantia irá para o Thesouro Nacional.

ESTADOS UNIDOS.

COMMERCIO COM A AMERICA LATINA.

O Club Hespanhol de St. Louis remetteu á esta Secretaria um documento muito interessante que foi lido recentemente n'aquella associação pelo Sr. GEORGE P. PARKER, 1º Vice-Presidente do Club. O referido documento versa sobre o commercio de St. Louis com os paizes da America latina; e por ser instructivo e de interesse geral, extrahimos do dito documento o seguinte :

O commercio de exportação do Mexico e da America Central e do Sul, está tomando rápidamente o desenvolvimento que por muitos annos se esperava.

* * * A baixa no valor da prata no Mexico e a consequente alta taxa de cambio do ouro, deram em resultado quasi uma paralisação nos pedidos d'aquelle paiz, mas quando os cambios normalisaram-se, não sómente se restabeleceu o commercio, mas houve um augmento no mesmo. O commercio com a America Central tem excedido em muito ao de annos anteriores; têm-se aberto muitas contas novas e o mercado de St. Louis tem encontrado novos campos. Ainda depois de haver-se conseguido isto, necessita-se muito tempo até que possam separar-se dos antigos costumes commerciaes e effectuar-se outros novos.

* * * O valor de St. Louis como um mercado geral é evidenciado pelo facto de que um carregamento de mercadorias de todas as classes, destinadas a

uma colonia de Venezuela, o qual constava de dez e nove carros, foi comprado em St. Louis e embarcado para New York, onde foi despachado em um navio de vela.

* * * N'uma reunião celebrada em St. Louis pelas companhias de estradas de ferro e vapores, com o objecto de fixar os fretes mexicanos, as linhas de transporte ficaram admiradas do total das transacções levadas a cabo em St. Louis, e do augmento nas mesmas.

Os seguintes algarismos extrahidos da estatistica d'uma companhia de estrada de ferro, dão uma idea clara da importancia d'aquelle commercio :

Mez.	1896.	1897.	Augmento.	Diminuição.
	<i>Toneladas.</i>	<i>Toneladas.</i>	<i>Toneladas.</i>	<i>Toneladas.</i>
Janeiro	315, 140	1, 212, 542	897, 402	.....
Fevereiro	379, 451	398, 115	18, 664	.....
Março	1, 123, 750	534, 090	.....	589, 660
Abril	517, 853	658, 665	140, 812	.....
Maio	471, 863	526, 977	55, 114	.....
Junho	200, 861	926, 314	719, 453	.....
Julho	161, 681	516, 308	354, 627	.....
Total	3, 170, 599	4, 767, 011	2, 186, 072	589, 660

Augmento liquido, 1,596,412 toneladas.

Segundo estatisticas fidedignas, o commercio procedente de St. Louis por El Paso e Laredo sómente, foi de 13,359,647 libras em 1897. * * * O estabelecimento d'um museu commercial tem sido considerado por muito tempo como um passo que daria resultados beneficos.

Convem consignar o estabelecimento d'aquella instituição por alguns de nossos homens mais emprehendedores.

Os paizes situados ao sul do nosso, gostam de commerciar com aquelles paizes que buscam seu commercio, e o espirito de reciprocidade nunca foi estabelecido tão firmemente como agora. Ao augmentar nossas exportações, muitas de nossas casas principaes têm importado directamente materias primas da America Central e do Sul, em lugar de recebê-las por meio de agentes europeos ou de New York. Segundo as estatisticas mais recentes o Mexico envia agora aos Estados Unidos 75 por cento de suas exportações.

VENEZUELA.

KILOMETROS DE ESTRADAS DE FERRO.

Os seguintes algarismos publicados no "South American Journal" de 22 de Janeiro, de 1898, mostram o numero total de kilometros de estradas de ferro, que estão actualmente funcionando em Venezuela, assim como a nacionalidade dos proprietarios das linhas. Ver-se-ha que os Estados Unidos occupam um lugar muito inferior na lista :

	Nacionalidade.	Kilometros.
Caracas-Valencia.....	Allema.....	179
Caracas-La Guaira.....	Ingleza.....	37
Caracas-Petare.....	do.....	10
Caracas-El Valle.....	Nacional.....	8
Valencia-Puerto Cabello.....	Ingleza.....	55
Tucaca-Arca.....	do.....	89
El Hacha-Barquisimeto.....	do.....	88
La Ceiba-Valera.....	Nacional.....	90
Santa Barbara-El Vija.....	Franceza.....	60
Encontrado-La Fria.....	Nacional.....	100
Carenero-San José.....	Hollandeza.....	33
Guanta-Naricual.....	Nacional.....	36
Marquetia-Macuto.....	do.....	8
Vela-Coro.....	Estados Unidos....	17
Total.....		810

EXPOSIÇÃO PERMANENTE DE MANUFACTURAS AMERICANAS EM CARACAS.

No dia 29 de Março ultimo teve lugar em Caracas, capital de Venezuela, a inauguração formal da exposição permanente de manufacturas americanas estabelecida pela Associação Nacional de Manufactureiros dos Estados Unidos. Por uma correspondencia especial de Caracas, que publica o "New York Commercial," temos conhecimento da hospitaleira recepção dada pelas autoridades e os particulares do paiz á delegação americana nomeada pela dita associação para represental-a no acto de abertura, e da cordialidade com que foi recebida e tratada esta delegação que fez viagem a Venezuela com o fim expresso de abrir a exposição. Assistiram ás ceremonias de inauguração da exposição, o General IGNACIO ANDRADE, Presidente da Republica, os membros do gabinete, o Ministro dos Estados Unidos, o Honrado Sr. FRANCIS B. LOOMIS, muitos membros do corpo diplomatico estrangeiro e grande numero de senhoras e cavalheiros convidados especialmente para assistirem ás ceremonias.

O Sr. RUDOLPH DOLGE, commissario especial da associação e a cujos esforços se deve em parte o bom éxito da empreza, comissionou o General A. YBARRA e o Doutor LUCAS RAMELLA, Presidente da Junta de Commercio de Caracas, para declarar inaugurada a exposição, o qual verificado pelo General YBARRA, pronunciou o discurso de abertura, fazendo ver as vantagens que o commercio entre Venezuela e os Estados Unidos terá de receber d'aquella

exposição, que é uma empresa nacional que não aspira a nenhum proveito material e que só deseja apresentar ao commercio, á agricultura e ao publico em geral amostras dos productos e manufacturas americanos. A exposição será um estabelecimento permanente onde existirá um escriptorio de informações também permanente, disposto sempre a ajudar o commercio de Venezuela e os fabricantes dos Estados Unidos. Terminou agradecendo ao Presidente ANDRADE, em nome da Associação, por seus esforços em favor da empresa, cujo estabelecimento significa “a união commercial de dous paizes unidos também por outros laços.”

O Presidente ANDRADE replicou em termos de encomio e approvação, desejando prosperidade e bom exito para a empresa. “Eu sinto satisfação pessoal,” disse o Presidente, “ao ver que a poderosa Republica do Norte chame a nossas portas para offerecer-nos o fructo de sua experiencia e o resultado admiravel do genio e do trabalho de seus filhos. Aqui ha um povo bom e honrado que quer trabalhar; nossos portos estão abertos ás correntes civilisadoras e ás forças productoras do exterior. Extensos campos e fertis montanhas offerecem grande rendimento ás intelligencias e aos braços que queiram cultivar-os e exploral-os.”

Fallou logo o Ministro Sr. LOOMIS explicando a alta significação daquelle acto no futuro commercial das duas nações. Declarou que este é o passo mais importante que se tem dado no sentido de augmentar as relações commerciaes do novo mundo, desde que o Comodoro PERRY se embarcou para o Japão, pondo aquelle paiz em intima communicação com o mundo. O discurso do Sr. E. H. SANBORN, representante da associação, terminou o acto official da abertura e em poucas palavras deu agradecimentos ao Presidente da Republica, ao Gabinete e a todos pela hospitaleira recepção de que a delegação tinha sido objecto.

O numero de expositores é cerca de setenta e seus productos comprehendem quasi todo o que produz a industria americana.

NOTA.—O relatorio detalhado das ceremonias da inauguração da Exposição Permanente de Caracas, enviado pelo Ministro LOOMIS, acaba de ser recebido na Secretaria de Estado e parece impresso em extenso nas provas em pagina dos Relatorios Consulares para o mez de Abril. Sentimos que o dito relatorio nao tivesse chegado a tempo para inseril-o no presente numero do BOLETIM MENSAL.

SYSTEMA DE TRAMVIAS DE CARACAS.

Na secção de Commercio Miscellaneo do BOLETIM de Fevereiro, se diz que a concessão que se fez em Julho de 1896 para o estabelecimento de um systema de tramvias electricos na cidade de Caracas foi rescindida, por não terem cumprido os concessionarios com as condições do contracto.

Esta Secretaria recebeu uma communicação do Sr. EUGENIO MENDOZA, administrador da dita empreza, na qual diz que não sómente não foi rescindida a concessão, mas que foi prorogada, a 25 de Outubro de 1897, por quinze annos, que terminam em 1915, com autorisação para usar a electricidade como força motriz.

CULTIVO DO CAFÉ NAS ILHAS DE HAWAII.

As primeiras paginas dos Relatorios Consulares dos Estados Unidos para o mez de Fevereiro de 1898, contêm um extenso relatorio sobre o titulo acima mencionado, escrito pelo Sr. WILLIAM HAYWOOD, consul geral dos Estados Unidos nas Ilhas de Hawaii. O relatorio contem uma estimativa do custo de producção do café náquellas Ilhas, feita pela Secretaria de Relações Exteriores do Governo. Publicamos esta estimativa e as observações do Sr. HAYWOOD por serem de interesse para as pessoas que se dedicam ao cultivo do café nos paizes deste continente.

A seguinte estimativa é tomada de um pamphleto publicado pela Secretaria de Relações Exteriores de Hawaii, para um cafezal de 100 geiras, com 75 geiras semeadas de café, desde o primeiro até o setimo anno, quando se calcula que as colheitas pagarão os gastos originaes e deixarão um saldo. Este pamphleto foi publicado em 1896, e deve ter sido baseado em muito poucos factos positivos; todavia, um exame das entrevistas que tenho tido, não pode deixar de impressionar ao leitor de que a producção calculada tem sido realizada no todo. A unica observação que desejo fazer é a seguinte: Calculou-se um salario de \$1,200 por anno para o administrador, mas não se designa nenhuma parcella para custear os gastos ordinarios do dono. Em primeiro lugar, não creio que se possa obter um administrador competente por \$1,200 por anno, com o encargo de attender a 75 geiras semeadas de café, e produzir a colheita calculada. Si o dono for o mesmo administrador, a quantia designada será suf-

ficiente para seu sustento e para o emprego de um homem competente para attender aos trabalhos mais importantes como sementeira, etc. Ver-se-ha que esta estimativa exige um capital de \$18,000.

Estimativa dos gastos de estabelecimento de um cafezal de 75 geiras e de sua manutenção durante sete annos.

PRIMEIRO ANNO.

Compra de 100 geiras de terras do Governo, a \$10 por geira..	\$1,000	
Casa do administrador e tanque de agua	600	
Alojamento dos trabalhadores e tanque de agua.....	350	
Desmorte de 50 geiras de terra, a \$20 por geira.....	1,000	
Cercas.....	300	
Compra de 65,000 arvores de café de um anno, a \$5 por milheiro	325	
Para alinhar, cavar e plantar 50 geiras.....	600	
Salario do administrador, um anno.....	1,200	
Salario de seis japonezes, por um anno, a \$15 por mez	1,080	
Compra de instrumentos e gastos incorridos para começar um viveiro	500	
		\$6,955

SEGUNDO ANNO.

Salario do administrador.....	1,200	
Salario de seis japonezes.....	1,080	
Trabalho extra, para alinhar, cavar e plantar 25 geiras.....	300	
Varios.....	500	
		3,080
		10,035

TERCEIRO ANNO.

Salario do administrador.....	1,200	
Salario de nove japonezes	1,620	
Telheiro de despolar e casa para seccar	500	
Despoldador, com machina e caldeira.....	500	
Trabalho extra para recolher, despolar e seccar 20,000 libras de café de 50 geiras a 4 centavos por libra	800	
Para descascar, polir e classificar 20,000 libras de café, a 1 centavo.....	200	
Varios (saccos, fretes, etc)	250	
		5,079
		15,105

CREDITO.

Pela venda do 20,000 libras de café a 18 centavos	3,600	
		11,505

QUARTO ANNO.

Salario do administrador	\$1,200	
Salario de nove japonezes	1,620	
Trabalho extra para recolher, despolar e seccar 50,000 libras de café (50 geiras) a 4 centavos por libra	2,000	
10,00 libras (25 geiras) de café de arvores de tres annos.....	400	
Para descascar, polir e classificar 60,000 libras a 1 centavo....	600	
Varios (saccos, fretes, etc.).....	400	
		\$6,220
		17,725

CREDITO.

Pela venda de 60,000 libras de café a 18 centavos.....	10,800	
		6,925

QUINTO ANNO.

Salario do administrador	1,200	
Salario de nove japonezes	1,620	
Para recolher, despolar e seccar 60,000 libras de café (50 geiras) e 25,000 libras (25 geiras) a 4 centavos.....	3,400	
Para descascar, polir e classificar 85,000 libras a 1 centavo por libra	850	
Varios (saccos, fretes, etc.)	500	
		7,570
		14,495

CREDITO.

Pela venda de 85,000 libras de café, a 18 centavos.....	15,300	
Saldo.....		905

SEXTO ANNO.

Salario do administrador.....	1,200	
Salario de nove japonezes	1,620	
Para recolher, despolar e seccar, 75,000 libras de café (50 geiras) e 25,000 libras (25 geiras) a 4 centavos.....	4,000	
Para descascar, polir e classificar 100,000 libras a 1 centavo.	1,000	
Varios (saccos, fretes, etc.)	1,000	
		8,820

CREDITO.

Pela venda de 100,000 libras de café, a 18 centavos.....	18,000	
Saldo.....		10,085

SETIMO ANNO.

Salario do administrador	\$1,200
Salario de doze japonezes	2,160
Para recolher, despolpar e seccar 125,000 libras de café a 4 centavos	5,000
Para descascar, polir e classificar 125,000 libras a 1 centavo...	1,250
Varios (saccos, fretes, etc.)	1,200
	\$10,810

CREDITO.

Pela venda de 125,000 libras de café a 18 centavos	22,500
Saldo a favor do cafezal ao fim dos sete annos	21,775

APPARELHOS ELECTRICOS NA AMERICA LATINA.

Nesta epocha em que se está empregando a electricidade em suas diversas formas, os Estados Unidos não são atrasados, mas vão á frente de todos os outros paizes no que se refere á introdução de suas manufacturas d'aquella classe em todas as partes do mundo. Isto é especialmente verdade no que se refere aos paizes latino-americanos.

Ultimamente, companhias americanas deapparelhos electricos, foram encarregadas da installação d'uma planta n'uma fabrica de papel do Brazil, e um grande equipamento para as fabricas de San Rafael, no Mexico. Vai-se inaugurar, em breve, em San Ildefonso, perto da cidade de Mexico, uma planta construida por fabricantes dos Estados Unidos, com uma capacidade de 1.000 cavallos de força. Além destas plantas, têm-se estabelecido e vão-se estabelecer outras no Mexico.

A cidade de Valparaiso, no Chile, solicitou propostas de varias companhias dos Estados Unidos, para o estabelecimento d'uma planta electrica para luz e força motriz n'aquella cidade. A concessão deste contracto implica a exportação de machinas electricas no valor de \$150,000 approximadamente.

BANCO INTERNACIONAL AMERICANO.

O Congresso dos Estados Unidos está actualmente considerando um projecto de lei para o estabelecimento de um Banco Internacional Pan-Americano. Este louvavel plano está sendo advogado com grande empenho pela Associação Nacional de Manufactureiros e conta com grandes probabilidades de ser sancionado pelas Camaras. Esta empreza foi discutida n'uma reunião da Associação de Manufactureiros, celebrada recentemente em New York, e foi approvada unanimemente por esta corporação.

O banco será administrado sobre as mesmas bases que outros bancos internacionaes, como o "London and River Plate," o "Crédit Lyonnaise," e o "Hong-Kong and Shanghai Bank" de Londres. Os escriptorios principaes serão estabelecidos em New York e Washington com succursaes nas principaes cidades das republicas da America latina.

O capital do banco será de \$5,000,000, que, segundo o projecto, deverá ser subscripto em sua totalidade por capitalistas do continente americano.

Em vista do facto de que actualmente não ha nenhum banco americano na America Central, nem na America do Sul, e que os cambios com o estrangeiro só podem effectuar-se por meio das cidades europeas, facil é comprehender quaes sejam as desvantagens do commercio dos Estados com estes paizes.

O seguinte é o relatorio apresentado ao Congresso pela Comissão encarregada do projecto de lei:

Esta Comissão entende que entre os pontos relativos ao desenvolvimento do commercio inter-americano, submettidos á sua consideração, nenhum é de mais importancia fundamental que o do estabelecimento de bancos americanos; e crê que o futuro das relações commerciaes entre a America do Norte, America do Sul e a America Central dependerá tanto do completo e prompto estabelecimento de bancos internacionaes, como do desenvolvimento de qualquer outro elemento. Na opinião desta Comissão a questão do cambio internacional é de tanta importancia como a questão de transporte.

EXPOSIÇÃO PAN-AMERICANA DO NIAGARA.

Em uma reunião dos membros da Comissão Organizadora da Exposição Pan-Americana do Niagara que teve lugar recentemente em New York, se resolveu transferir a celebração desta, cuja abertura tinha de ter effeito em “Niagara Falls” no verão de 1899, para quando o estado dos assumptos nacionaes offerecesse uma oportunidade mais propicia para a empreza. Já se tem submettido á consideração do Congresso, um projecto de lei approvando a proposição de abrir aquella exposição no verão de 1901.

As razões em virtude das quaes se resolveu pospor a abertura da exposição, estão consignadas extensamente nas resoluções seguintes que foram adoptadas na reunião de New York :

Considerando que o progresso realizado pela Companhia da Exposição Pan-Americana no desenvolvimento dos planos para levar a cabo aquella exposição e o interesse com que os ditos planos têm sido recebidos nos circulos officiaes do Governo dos Estados Unidos, nos convencem de que o projecto receberá, em seu devido tempo, apoio do Governo sufficiente a assegurar o bom exito d’aquella empreza na mais ampla esphera internacional ;

Considerando que as questões internacionaes de importancia dominante que envolvem a possibilidade de uma guerra para a nação, e que preoccupam agora a attenção do Congresso, tornam extremamente difficil, si não impossivel, obter do Congresso a verba adequada para servir os propositos da projectada exposição ;

Considerando que o tempo que fica para solicitar o concurso dos governos estrangeiros que terão de ser convidados a tomar parte na exposição, tem sido reduzido inevitavelmente a taes termos que as probabilidades de sua participação dentro de tão curto prazo, ficam relegadas a uma possibilidade extremamente remota, não obstante o grande e geral interesse que os representantes d’aquelles governos tem mostrado pelo projecto, quasi desde que este se iniciou ;

Considerando que é nosso proposito que o projecto não se leve a cabo de outra sorte que no sentido de uma exposição nacional e internacional, com a promoção e participação, na mais ampla esphera, de todos os governos do Novo Mundo ;

Considerando que os representantes, em Washington, de varios governos estrangeiros que serão convidados a participar na empreza, têm indicado que em vista das circumstancias existentes, talvez seria melhor pospor a abertura da exposição até o anno de 1901, anno em que os productos da America do Sul poderiam ser obtidos da exposição que ha de ser celebrada em Pariz no anno de 1900, e exhibidos na do Niagara ;

Considerando que é nossa opinião que um projecto, como este de tão grande importancia para todos os paizes interessados não deveria ser desviado ou abandonado ;

Resolve-se, que a celebração da Exposição Pan-Americana seja posposta até o anno de 1901.

MISSÃO INGLEZA ESPECIAL PARA A AMERICA DO SUL.

No BOLETIM MENSAL do mez de Fevereiro, se fez referencia á commissão que, sob os auspícios do Governo inglez, seria enviada para a America do Sul afim de estudar as condições commerciaes dos diversos paizes, com o objecto de estender o commercio inglez.

A Secretaria recebeu recentemente uma communicação do Honrado HENRY L. WILSON, Ministro dos Estados Unidos no Chile, na qual informa que o Sr. GEORGE WORTHINGTON, membro da commissão, já tem chegado e está actualmente no Chile.

O Ministro WILSON diz que as instrucções de que vai provisto o commissario, são muito amplas, e que é encarregado de fazer um estudo serio das condições commerciaes do Chile, assim como dos outros paizes principaes da America do Sul, os costumes e os gostos dos habitantes, os preços correntes, as facilidades de transporte e outros assumptos analogos. Tambem tem instrucções para indicar melhoramentos nos methodos commerciaes da Grão Bretanha, que julgar convenientes, para augmentar seu commercio com estes paizes. A importancia que se dá a esta missão e a autoridade de que está investida, indicam os activos esforços que se estão fazendo para desenvolver o commercio inglez na America do Sul.

INDUSTRIAS TEXTIS NOS PAIZES HISPANO-AMERICANOS.

As informações que se publicam em seguida, relativas ás industrias textis na America do Sul e no Mexico, assim como ás importações desta classe nos diversos paizes, foram compiladas pela Repartição do Commercio Estrangeiro, da Secretaria de Estado, ao pedido de um periodico commercial de Charlotte, N. C. Um numero da compilação de dita informação foi remetida a esta Secretaria.

MEXICO.

Segundo “Les Finances des États-Unis Mexicains.” por PROSPER GLONER, Berlin, 1896, existiam no Mexico ao tempo da com-
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pilação destas estatísticas, 98 fabricas de tecidos de algodão e 23 fabricas de lã. As fabricas e machinas eram no valor de \$17,392,736, na moeda mexicana. Eram empregados 21,963 trabalhadores, e estavam funcionando 370,570 fusos e 12,454 teares. A produção annual era de 3,890,300 peças de algodão branco commum; 2,077,825 peças de percal, musselina, etc.; 188,500 cobertores e 322,975 tapetes, etc. Ha uma grande fabrica de juta em Orizaba.

As importações no Mexico em 1896 foram as seguintes: Da Grão Bretanha, £814,397; da Allemanha, \$951,524; da França, \$1,610,600; da Belgica, \$14,282; dos Estados Unidos, \$814,094.

COLOMBIA.

No DIRECTORIO COMMERCIAL publicado pela Secretaria das Republicas Americanas se consigna que em Cauca se fabricam pannos de lã e de algodão communs. Em Cundinamarca, Boyaca, Antioquia e Bolivar, se fabricam alguns generos desta classe. Em Santander se fabricam em grande escala, lenços, cobertores de algodão, toalhas, redes, saccos de canhamo, etc.

As importações de telas em 1896 foram: Da Grão Bretanha, £1,041,838; da França, \$1,439,000; dos Estados Unidos, \$169,941. Não ha estatistica do commercio com a Allemanha e a Belgica.

VENEZUELA.

As importações de tecidos em Venezuela em 1896, foram as seguintes: Da Grão Bretanha, £654,967; da Allemanha, \$487,662; da França, \$85,499; dos Estados Unidos, \$702,541. Não ha estatistica da fabricação local.

BRAZIL.

Segundo um relatorio do Ministro THOMPSON, publicado nas "Commercial Relations" de 1895-96, ha numerosas fabricas de algodão no paiz que produzem generos de qualidade inferior. Ha varias fabricas em Petropolis. A fabrica de Cachoeira em Alagoas, que está em operação ha tres annos, pagou o primeiro anno um dividendo de 48 por cento; de 50 por cento o segundo e de 40 por cento o terceiro. Emprega 480 operarios e produz o anno passado 122,783 peças de pannos de algodão. As machinas custaram 364,445 milreis; os edificios da fabrica, 192,000 milreis;

as casas para os operarios, 51,000 milreis, e varias outras dependencias, 17,378 milreis. A industria está protegida por um direito de exportação sobre o algodão em rama, e excessivos direitos de importação sobre os tecidos de algodão.

Os seguintes algarismos, relativos á importação de tecidos, estão tomados do DIRECTORIO COMMERCIAL já mencionado, e da estatística official da Allemanha:

Da Grão Bretanha.....	\$20, 100, 210
Dos Estados Unidos.....	1, 512, 248
Da França.....	3, 103, 171
Da Allemanha.....	5, 150, 600

URUGUAY.

As importações de tecidos no Uruguay, em 1896, foram as seguintes:

Da Grão Bretanha.....	£814, 853
Da Allemanha.....	\$870, 128
Da França.....	\$432, 200
Da Belgica.....	\$59, 863
Dos Estados Unidos.....	\$179, 856

Não ha estatística das fabricas locais.

REPUBLICA ARGENTINA.

Em um relatorio de Buenos Aires, publicado nos "Consular Reports" do mez de Abril de 1896, diz o Consul que as industrias textis apenas têm sido estabelecidas no paiz. Ha uma grande fabrica de tecidos de lã em Buenos Aires, na qual se fabricam cobertores, flanelas, e panno para roupa militar. Ha varios estabelecimentos para a fabricação de obras de meia. A média da importação annual de tecidos de lã, de algodão e de linho, é de \$30,000,000.

Um relatorio do Ministro BUCHANAN (Consular Reports, Abril de 1897), contem as seguintes quantidades representativas da importação de tecidos (em kilos) em 1896, com os algarismos representativos de seu valor:

	Kilos.	Valor.
Estados Unidos.....	616, 724	\$316, 896
Inglaterra.....	12, 644, 750	£3, 016, 290
Allemanha.....	1, 635, 240	\$2, 998, 602
França.....	1, 263, 390	\$3, 352, 790
Belgica.....	1, 113, 430	\$970, 790
Italia.....	1, 991, 888	.....

Os valores estão tomados das estatísticas officiaes dos diversos paizes, com excepção da Italia, cujos algarismos de valores não se têm podido obter.

PARAGUAY.

As importações em 1896, foram: Da Grão Bretanha, £3,481; da Allemanha, \$22,610; nada dos Estados Unidos, nem da França.

CHILE.

Os tecidos recebidos da Inglaterra em 1895, foram avaliados em cerca de £700,000; os dos Estados Unidos, em \$682,542; os da Allemanha, em \$2,832,200; os da Belgica (1896) em \$150,400; os da França (1896) em \$1,216,200. Não ha estatística da fabricação local.

BOLIVIA.

Segundo o DIRECTORIO COMMERCIAL já mencionado, o valor da importação de tecidos pela alfandega de La Paz, em 1895, foi de \$218,381; a importação de tecidos por Mollendo, Peru, ascendeu a 376,977 kilogrammas; a importação por Antofagasta, Chile, foi de 2,820,713 kilos, e por Tupiza, \$5,440. Não ha estatística da producção local. A importação de tecidos de algodão procedentes dos Estados Unidos, foi de \$2,000 em 1896. A importação de tecidos da Allemanha foi avaliada, no mesmo anno, em \$187,733. A importação procedente da Grão Bretanha, Belgica e França, não se encontra nas estatísticas officiaes daquelles paizes.

PERU.

Um relatorio consular da Belgica diz que ha duas fabricas de tecidos de algodão no Peru. A companhia denominada "Cotton Mfg. Co., Limited," em Vitarte, tem um capital de £130,000 e foi fundada em 1847; fabrica tecidos crús, e sua producção é de 2,500,000 metros annualmente. A outra fabrica denominada Fabrica de Tecidos de Algodão está em Ica. O capital é de £10,000 e se dedica tambem á fabricação de tecidos crús. Ha tres fabricas de tecidos de lã: a Santa Catalina, em Lima; a Lucre, em Cuzco, e a Urcon, no districto de Ancacho.

As importações de tecidos em 1896 foram: da Grão Bretanha, £687,354; da Allemanha, \$994,462; da Belgica, \$14,382; da França, \$63,400; dos Estados Unidos, \$141,861.

EQUADOR.

Os tecidos de algodão, diz o DIRECTORIO COMMERCIAL, se fabricam em casas particulares e em pequenas fabricas. Ha' uma pequena fabrica de tecidos de lã em Chillo.

As importações de tecidos em 1896, foram: Da Grão Bretanha, £284,684; da Allemanha, \$235,858; da França, \$7,070; dos Estados Unidos, \$53,000.

COMMERCIO MISCELLANEO.

REPUBLICA ARGENTINA.

Construcção de Estradas de Ferro.

De estatisticas officiaes sabe-se que no anno de 1897 foram abertas ao trafico na Republica Argentina, 588 milhas de estradas de ferro contra 70 milhas em 1896, e 304 em 1895. Das linhas terminadas em 1897, só quarenta e cinco foram de bitola estreita. O centro de actividade para a construcção de estradas de ferro durante o anno foi quasi exclusivamente nas provincias do Sul. Na cidade de Buenos Ayres estão actualmente funcionando 240 milhas de tramvias.

A Industria do Quebracho.

Os cortidores dos Estados Unidos não têm apreciado o valor do quebracho tanto quanto na Europa, onde o emprega regularmente grande numero de cortidores. O quebracho cresce na maior abundancia na Republica Argentina, e tambem se encontram grandes quantidades no Paraguay. Sua importancia, como artigo de exportação, augmenta de anno em anno, porque os cortidores começam a reconhecer seu valor como ingrediente para mistural-o com outras soluções de cortir. Suas propriedades cortidoras, comparadas com as do carvalho são as seguintes: quebracho, 12 por cento; casca de carvalho, 10 por cento. Os principaes gastos que se incorrem para obter esta madeira são os de córte e transporte ao ponto de embarque. Por ser uma das mais duras madeiras que se conhecem, necessitam-se para cortal-a instrumentos de qualidade especial. Quando se usa esta madeira para cortir, corta-se em troncos de cinco ou seis pés de comprimento, que logo se dividem com uma serra circular em pedaços de tres pollegadas de espessura. Estas secções se collocam n'uma machina provida de uma chapa de aço que tem um grande numero de dentes e que gyra com grande rapidez, convertendo o quebracho n'uma especie de serradura grossa, que é a forma em que se usa para cortir.

BRAZIL.

Diminuição nos Preços de Frete sobre Farinha de Trigo.

O Minstro CONGER, n'uma carta escrita em Petropolis em data de 28 de Janeiro de 1898, communica á Secretaria de Estado que por um decreto recente a discriminação de fretes contra a farinha dos Estados Unidos foi abolida. A diminuição é tambem extensiva aos artigos de primeira necessidade taes como arroz, feijão, farinha de milho, legumes frescos, toucinho, raizes comestiveis, assucar sem refinar e sal de qualidade ordinaria. Segundo o decreto as taxas de frete na Estrada de Ferro Central são as seguintes: até 100 kilometros, 90 reis por kilogramma; de 101 a 300 kilometros, 60 reis por kilogramma; de 301 para cima, 40 reis por kilogramma.

CHILE.

Fabricação de Tecidos.

O Presidente da Republica promulgou, em data de 3 de Janeiro de 1898, uma lei que foi votada recentemente pelo Congresso, na qual se dispõe que a filação de algodão, e as machinas e ferramentas necessarias para a fabricação de tecidos, sejam admittidas livres de direitos. Esta lei, que tem por objecto o desenvolvimento da industria da fabricação de tecidos no Chile, vigorará até o anno de 1920.

Exportação de Carvão de Pedra e Coke Americano.

O periodico "Manufacturer," publicado em Philadelphia, no seu numero de 5 de Março de 1898, diz que sahiu recentemente de Baltimore com destino a Coquimbo, um navio de vela de aço levando uma carga de carvão de pedra e coke. O coke será empregado nos fornos para a fundição de cobre e prata que estão situados na vizinhança de Coquimbo. Diz-se que este é o primeiro embarque desta natureza que tem sahido de Baltimore para um porto Chileno. Os depositos de carvão no sul do Chile são muito extensos e têm sido explorados em larga escala por muitos annos, mas não obstante isto, os principaes fornecimentos de carvão são levados da Inglaterra e Australia como lastro para navios que buscam cargas de retorno. O carvão chileno é betuminoso e bem adaptado para uso nos navios de alto mar, estradas de ferro, fabricas, e mesmo na manufactura de gaz. Um obstaculo serio que se encontrou na sua exploração foi a falta de trabalhadores. Numerosas experiencias foram feitas na introduccão de mineiros europeos para trabalhar nas minas, mas não tiveram bom exito pois acharam-se mais caros os trabalhadores estrangeiros do que os nacionaes.

Desenvolvimento do Territorio de Magalhães.

Segundo um relatorio feito pelo Sr. GUERRERO BACUÑAN, que foi enviado pelo Governo do Chile para estudar as condições commerciaes que existem no territorio de Magalhães, sabe-se que tem havido grande desenvolvimento n'aquella parte remota da Republica. O desenvolvimento de seu commercio começou em 1877, anno em que foram introduzidos 500 carneiros das Ilhas de Falkland. O Sr. BACUÑAN dá a seguinte relação do numero de gado e obras de melhoramento que actualmente existem no paiz: Gado, \$615,360; cavallos, \$366,520; carneiros, \$4,557,830; cercas de arame, \$777,374; edificios, \$1,250,458; e estabelecimentos industriaes,

\$133,000. A exportação de lã em 1896, montou a 3,205,663 libras. No mesmo anno, foram exportados 70,000 carneiros gelados, e diz-se com boa autoridade que esta industria promette um desenvolvimento muito importante e lucrativo.

COSTA RICA.

Notas Industriaes.

A linha de vapores de Costa Rica que faz o trafico entre New Orleans e Limón, tem sido augmentada com a aquisição de dous grandes vapores novos, o *Alps* e o *Andes*. Levam a bandeira ingleza e farão viagens semanaes sahindo de New Orleans e Limón, respectivamente, as sextas-feiras.

Em Londres se organisou, com um capital de £130,000 “The Costa Rica Electric Light and Power Company,” e o “New York Journal of Commerce” de 4 de Abril diz que as noticias recebidas indicam que em dita Republica se estabelecerá um serviço electrico em todos seus ramos. A companhia propõe-se construir varias tramvias electricas e installar officinas de iluminação e de potencia electrica. Na actualidade não ha outros dados referentes á dita sociedade, pois apenas se inaugurou no dia 10 do mez anterior. Crê-se que por motivo da proximidade de Costa Rica aos Estados Unidos, a maior parte do material que a companhia necessite, será comprada neste paiz. Outra vantagem que favorece aos fabricantes americanos de machinas e materiaes electricos é a baixa do preço, a excellente qualidade e a fama destes productos. Já hã estabelecidas em Costa Rica tres companhias electricas das quaes a principal tem-se unido á “Costa Rica Electric Light and Power Company.”

Segundo as informações que publica o “London Financial News” da Inglaterra, os fundos necessarios para attender ao serviço da dita divida exterior de Costa Rica estavam promptos em Londres desde o mez de Fevereiro ultimo, tendo-se verificado com toda pontualidade, no dia primeiro de Abril, o pagamento dos juros vencidos.

GUATEMALA.

Colheita de Café.

Em um relatorio em data de 5 de Março de 1898, o Consul Geral BEAUPRÉ dá informação do restabelecimento da industria e do commercio de Guatemala. A colheita de café será muito maior do que se esperava, e o preço deste producto vac augmentando. A média das exportações até esta data é consideravelmente maior que a do mesmo periodo do anno passado. A importancia da colheita de café e o augmento no preço deste artigo, influem favoravelmente sobre a situação financeira da Republica.

MEXICO.

Inauguração d'uma Nova Estrada de Ferro.

O Sr. CHARLES W. KINDRICK, Consul dos Estados Unidos em Ciudad Juarez, communica á Secretaria de Estado, em data de 25 de Janeiro de 1898, a inauguração official da estrada de ferro de Rio Grande, Sierra Madre e do Pacifico. O comprimento actual da linha é de 150

milhas da cidade de Juarez a Casas Grandes, no Estado de Chihuahua. Segundo o projecto, esta estrada de ferro será estendida a um ponto do Golfo de California, no Estado de Sonora. Esta empreza foi iniciada, ha alguns annos, por capitalistas dos Estados Unidos, que são os maiores accionistas. Esta estrada de ferro abre ao trafico uma secção—até agora quasi inacessivel—abundante em mineraes e em outras fontes de riquezas. Segundo o Consul KINDRICK, a exploração das madeiras das montanhas da Sierra Madre, está no seu começo e actualmente só basta o consumo local, mas é susceptivel d'um grande desenvolvimento. O districto que esta linha atravessa, produz annualmente cerca de 100,000 abeças de gado.

Um correspondente da publicação “Resources in Modern Countries,” escrevendo do Mexico, dá a informação de que ha em varias partes da Republica extensos depositos de estanho, principalmente do grão de Cornwall. Encontram-se estes depositos nos Estados de Guanajuato, San Luis Potosi, e Sonora. No Estado de San Luis Potosi, as rochas de granito, no cume da Serra de la Estañera, no districto mineiro de Comauja, contem estanho em abundancia. O minerio é rico, dando, segundo o correspondente, de 70 a 75 por cento de metal. No Estado de Durango, tambem se encontra este metal em grandes quantidades, e si fôr bem lavrado não deixará de dar grande proveito. Os minerios dão 35 a 75 por cento de metal principalmente na forma de oxydos.

Sala para Amostras de Productos.

O Sr. MAGILL, Consul dos Estados Unidos, informa á Secretaria de Estado, em data de 20 de Janeiro de 1898, que ha uma sala no consulado de Tampico que poderia destinar-se á exposição das mercadorias dos Estados Unidos que se podem vender nos mercados do Mexico, taes como alimentos cereaes, sabão, cutelaria, papel de escrever e outros artigos de facil venda. “Si os fabricantes quizessem aproveitar-se disto,” diz o Sr. MAGILL, “eu convidaria os commerciantes locais para que examinassem os artigos e trataria de expor pessoalmente as boas qualidades destes artigos tanto quanto pudesse. Os gastos de frete ou de entrega devem ser pagos antecipadamente.” A Secretaria de Estado approvou a suggestão do Consul MAGILL e o autorizou a levar a cabo o projecto em tudo quanto fôr praticavel, ficando entendido que todos os gastos deverão ser pagos pelas firmas que remetterem suas amostras e que o consulado não deverá incorrer em gasto algum a este respeito. Em vista do projecto da Associação Nacional de Manufactureiros de estabelecer no Mexico e em outros paizes, armazens permanentes para a exposição de manufacturas e productos americanos, o plano indicado pelo Consul MAGILL parece recommendar-se á consideração dos homens de negocios dos Estados Unidos, como passo preliminar e de introdução aos trabalhos da Associação.

Commercio em Mogno.

Um correspondente do “Furniture Worker,” periodico publicado em Cincinnati e Chicago, diz que como resultado da procura de mobilia mais rica do que a que tem prevalecido por muitos annos, o mercado de mogno tem augmentado proporcionadamente. Um mogno de excellente qualidade vem do Mexico, Laguno e Tabasco. As florestas nestes lugares são muito densas e o mogno abunda n'ellas. A madeira que vem do

Mexico é susceptível de grande lustre e della se fabricam os moveis mais elegantes do mercado. Antes da revolta em Cuba, o mogno rijo, tal como o que se usa para as embaladeiras para as cadeiras de balanço, vinha daquella ilha; mas agora se recebe uma classe de mogno de Santa Ana (Mexico) que substitue bem ao de Cuba. Actualmente ha grande procura desta madeira nos mercados de Londres, e vende-se a preços muito altos. Desde Junho de 1896, tem-se recebido 2,412 tóros de Honduras; 200 de Nicaragua; 492 de Tabasco; 852 da Africa e 869 de Cuba.

PARAGUAY.

Procura de Machinas de Descortiçar. O consul de Inglaterra em Assumpção, Paraguay, em um relatorio recente dirigido á Secretaria das Relações Exteriores, chama a attenção para a procura neste paiz de machinas de descortiar. Ha no Paraguay grande variedade de plantas textis que só exigem uma preparação appropriada para converterem-se em artigos de commercio. A *caraquata*, que é especie do abacaxi, é uma destas plantas; dá em abundancia, mas actualmente, é pouco utilizada. Tambem a industria do ramie é pouco desenvolvida. O cultivo desta planta, ainda que tenha bom exito no Paraguay, foi abandonado por falta de machinas.

PERU.

Productos dos Estados Unidos. O Consul DICKEY escreve de Calláo, em data de 12 de Janeiro de 1898, que os principaes artigos dos Estados Unidos que se importam no Peru, são petroleo refinado, madeiras de construcção, dormentes de estrada de ferro, machinas (para agricultura e para minas), oleo lubricante, banha, agua de Florida, tintas, cordas, terebinthina, obras de vidro, resina, graxa, ferramentas, machinas de coser, e algumas bicyclettas. A madeira de pinho e os dormentes de estrada de ferro são os principaes artigos de exportação da costa occidental, mas o consul menciona tambem um grande cargamento de trigo que chegou de San Francisco, em Outubro de 1897, e que montou a 125,358 alqueires. Diz que este é o unico cargamento de trigo dos Estados Unidos que se tem importado no Peru durante os quatro ultimos annos; Chile faz a maior parte desta importação no Peru. O total das importações de trigo do Chile no Peru durante o anno de 1897, montou a 22,613,723 kilogrammas. Na opinião do consul, o primeiro que devem fazer os Estados Unidos para conseguir o commercio do Peru e dos outros paizes da costa do Pacifico, na America Central e do Sul, é estabelecer uma linha de vapores rapidos, desde San Francisco.

URUGUAY.

Condições Commerciaes. O Sr. SWALM, Consul dos Estados Unidos, n'uma carta escrita em Montevidéo a 4 de Fevereiro de 1898, diz que se calcula a tosquia de lã no Uruguay, para a actual estação, em 90,000 fardos, dos quaes 70,000 foram exportados em quasi sua totalidade para mercados europeos; 10,000 fardos ainda estão em deposito, e o resto que consiste em

10,000 fardos ainda não se collocou no mercado. O numero de gado matado até 3 de Fevereiro foi o seguinte:

Numero matado até 3 de Fevereiro.....	101, 261
Numero no mesmo periodo de 1897, ...	162, 882
Numero no mesmo periodo de 1896.....	137, 002

O Sr. SWALM diz que a colheita de trigo é a melhor que houve por muitos annos e agora se começa exportar este producto para os mercados continentaes.

Abrogação da Taxa Addicional da Alfandega. A lei de 11 de Janeiro de 1896, estabeleceu no Uruguay para um periodo de dous annos certas novas taxas, notavelmente um direito adicional de $2\frac{1}{2}$ por cento sobre todas as mercadorias importadas na Republica. O dito direito foi abrogado a 11 de Janeiro de 1898, por ter terminado o prazo especificado.

PRODUCCÃO DE VINHO DAS REPUBLICAS AMERICANAS.

Extrahimos a seguinte tabella da producção de vinho nos differentes paizes do Continente Americano, de um relatorio sobre a producção universal de vinho em 1896 e 1897, o qual foi publicado recentemente em um numero do "Moniteur Vinicole":

	Galões.	
	1897.	1896.
Estados Unidos	25, 234, 000	14, 960, 000
Mexico	1, 320, 000	1, 546, 000
Republica Argentina	31, 680, 000	34, 980, 000
Chile.....	61, 600, 000	37, 460, 000
Brazil	8, 580, 000	10, 450, 000

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RELATIONS COMMERCIALES EN AMÉRIQUE.*

RESSOURCES INTERNES DES INDES OCCIDENTALES.

Dans le BULLETIN MENSUEL pour le mois d'octobre, on a déjà parlé des conditions favorables qu'offrent les Indes Occidentales au commerce des Etats-Unis, leur position géographique rendant faciles les communications entre les ports nord-américains et le grand archipel qui s'étend de la Floride, presque à la côte du Venezuela. La superficie de toutes ces îles est d'environ 92,270 milles carrés et leur population est estimée à 5,000,000 environ.

Le sucre est la production principale des Indes Occidentales, viennent ensuite, d'après leur importance, le tabac et le café, et on peut dire, qu'au point de vue commercial, il y a seulement quelques années qu'il existe des produits d'une autre classe auxquels on a consacré une attention considérable. Tels sont : le cacao, le bois, le rhum, la mélasse, les fibres végétales, les éponges, l'écaille de tortue, le sel, les cuirs, et les fruits tropicaux.

Les Indes Occidentales constituent, comme on le sait bien, une région agricole, par excellence, bien que leurs ressources industrielles soient plus que limitées. Elles exportent principale-

* Le premier article de cette série, traité par le Directeur, feu JOSEPH P. SMITH, a été publié dans le BULLETIN MENSUEL pour le mois de juillet 1897. La série sera continuée par différents collaborateurs sur les bases établies par M. SMITH.

ment les produits du sol, qui, d'une fertilité plus ou moins grande dans toutes les parties de l'île, est d'une fertilité remarquable dans quelques-unes, telles que dans les îles de Cuba, de Porto Rico, de la Jamaïque et d'Haïti. La richesse extraordinaire de la Grande Antille Espagnole est proverbiale, car on y cultive tous les produits de l'Amérique inter-tropicale, et surtout le tabac qui est une véritable spécialité. Tous les efforts faits dans les autres pays n'ont pas réussi à y élever le magnifique tabac de Vuelta Abajo, production de cette île privilégiée. Le café de Porto Rico jouit d'une grande renommée, de même que celui d'Haïti. L'île de la Trinité produit un excellent cacao.

Le commerce des Indes Occidentales avec les Etats-Unis est déjà considérable, et il est à espérer qu'il augmentera davantage dans l'avenir. Si nous jetons un coup d'œil sur les tableaux ci-joints, compilés des statistiques du Trésor des Etats-Unis, nous y verrons le montant réalisé du commerce entre les Etats-Unis et les Indes Occidentales pendant l'année fiscale 1896-97.

Importations.

Les Antilles :	
Anglaises.....	\$12, 285, 885
Danoises.....	367, 289
Hollandaises.....	96, 343
Françaises.....	9, 944
Haïti.....	1, 460, 220
Saint-Domingue.....	2, 369, 424
Antilles Espagnoles :	
Cuba.....	18, 406, 815
Porto Rico.....	2, 181, 024

Exportations.

Les Antilles :	
Anglaises.....	\$7, 808, 493
Danoises.....	519, 448
Hollandaises.....	649, 971
Françaises.....	1, 665, 461
Haïti.....	3, 554, 433
Saint-Domingue.....	1, 045, 037
Les Antilles Espagnoles :	
Cuba.....	7, 599, 757
Porto Rico.....	1, 964, 850

Les Antilles anglaises font un commerce considérable avec les Etats-Unis, où elles expédient la majeure partie de leurs productions et d'où elles reçoivent presque tout ce qui leur est nécessaire. Au sujet des conditions commerciales à la Jamaïque, M. ECKFORD, le consul des Etats-Unis à Kingston, dit dans une commu-

nication publiée dans les "Relations Commerciales" des États-Unis pour 1895 et 1896 :

" En réponse à la circulaire du Département du 8 juillet 1896, j'ai l'honneur de faire connaître que pendant les dernières années il y a eu une augmentation constante dans les importations provenant des États-Unis pour cette île qui, selon toutes les apparences, se développera davantage.

" L'augmentation des moyens de transport entre les États-Unis et la Jamaïque et par conséquent la réduction des prix du fret, les efforts des manufacturiers, des exportateurs et autres, pour mettre les marchandises à la portée des habitants des Indes Occidentales par voie d'annonces, par l'envoi d'agents compétents et énergiques, et par d'autres moyens, ont tous contribué à l'augmentation du commerce, et il y a tout lieu à espérer que l'entreprise et l'énergie des commerçants américains, qui, on peut le dire, commencent seulement à voir qu'ils peuvent y trouver un bon débouché pour leurs produits, aura pour résultat une augmentation plus considérable des rapports commerciaux."

En général, les moyens de communications à l'intérieur dans les différentes Antilles suffisent aux exigences du commerce. A Cuba, les principaux centres de population sont reliés par des chemins de fer. A la Jamaïque, il y a aussi quelques milles de chemins de fer, de même que dans les îles de la Trinité, de la Barbade, de Porto Rico et de la République Dominicaine; mais la plus grande partie du commerce se fait par voie maritime, bien qu'il existe de bonnes routes carrossables dans quelques-unes des îles.

Les Indes Occidentales possèdent de nombreux et excellents ports, dont quelques-uns figurent parmi les meilleurs du monde. Les communications entre ces ports et ceux des États-Unis sont bonnes et fréquentes. Au sujet de la Jamaïque, le Consul ECKFORD dit, dans de rapport déjà mentionné :

" La jamaïque possède 42 ports maritimes ouverts au commerce étranger, dont les principaux sont : Kingston, Port Antonio, Montego Bay, Black River, Savana la Mar, St. Anns Bay, Falmouth, Milk River, Lucea, Morrant Bay, Annotto Bay, et Port Maria. Pendant l'année 1,168 navires sont sortis des ports de cette île, soit une augmentation de 32 sur l'année précédente; sur ce nombre il y avait 698 navires à vapeur et 470 voiliers. Sur le nombre

total, il y avait 162 navires américains, dont 82 vapeurs et 80 voiliers, jaugeant 75,052 tonneaux, soit une augmentation de 35,711 tonnes sur l'année précédente. Les facilités de communications entre les Etats-Unis et les îles sont excellentes. La Compagnie "l'Atlas" fait le service hebdomadaire aller et retour de New York à Kingston. Cette compagnie a sur cette ligne environ 8 navires.

La ligne anglaise "Kerr" possède un certain nombre de navires servant d'une manière toute spéciale au commerce des fruits, et faisant le service entre les différents ports de l'île et New York. La "Boston Fruit Company" (américaine) possède et a affrété 12 navires, jaugeant de 381 à 1,440 tonneaux, servant au transport des fruits et des voyageurs, et faisant le service entre les ports d'Antonio (station principale), de Kingston, d'Annotto Bay, de Buff Bay, de Hope Bay, de Port Morant, et autres ports, et ceux de New York, Philadelphie, Boston et Baltimore. La Compagnie "West Indian and Pacific" fait un service bimensuel de la ville de Kingston à la Nouvelle Orléans, en passant par les ports mexicains. "L'Independent Line" a inauguré dernièrement un service, aller et retour, entre New York et Kingston. Ces navires servent principalement au commerce des fruits. Un nombre de navires marchands font le service entre les différents ports de l'île et les ports des Etats-Unis.

Les principaux ports de l'île de Cuba entretiennent des communications avec les Etats-Unis au moyen de bateaux à vapeur, et les lignes de navigation suivantes méritent d'être mentionnées: La New York and Cuba Mail Steamship Company, la Munson Steamship Line et la Compañía Transatlántica Española.

Des navires à vapeur et à voiles entretiennent de bonnes communications entre St. Dominique, Haïti et les Etats-Unis. On peut en dire autant des Antilles françaises, hollandaises et danoises. Comme on pouvait s'y attendre, en vue de la situation géographique des Antilles par rapport aux Etats-Unis, les transactions commerciales entre ce pays et ces îles sont d'une importance considérable et tendent à un développement rapide. Le commerce des Etats-Unis avec les colonies espagnoles de Cuba et de Porto Rico est très grand, surtout avec Cuba. Pour cette dernière seule, le commerce est de 90 pour cent des transactions totales.

Selon le "Statesman's Year Book" pour 1897, presque tout le

tabac et la moitié des cigares exportés de l'île de Cuba sont expédiés aux Etats-Unis. La même autorité affirme que, sur un total de 832,431 tonnes de sucre exportées de l'île en 1895, les Etats-Unis en ont reçu 769,962 tonnes. Le commerce des Etats-Unis avec les Antilles anglaises est considérable, puisque, comme il a déjà été dit, la plus grande partie des productions de ce dernier pays vient aux marchés américains, où les îles procurent aussi ce dont elles ont besoin. La Jamaïque qui vient en premier lieu par rapport à la grandeur, à la richesse et à la population, importe des Etats-Unis une quantité considérable d'articles fabriqués, s'élevant en 1896 à 33,9 pour cent des importations totales d'articles fabriqués. Quant aux denrées alimentaires importées dans l'île, la plus grande partie provient des Etats-Unis, car, selon le Consul ECKFORD (voir "Relations Commerciales des Etats-Unis" pour 1895-96, p. 519), sur la somme de \$3,870,716.80 que ces importations représentaient pendant l'année fiscale de 1895-96, \$2,429,294.91 provenaient de ce pays.

Le commerce des Etats-Unis avec les Indes Occidentales françaises, bien qu'il soit considérable, n'a pas encore atteint son entier développement, et à ce sujet il est à propos de rappeler ce qu'a dit M. TUCKER, consul américain, dans un rapport daté de St. Pierre, Martinique, le 8 octobre 1896, publié dans les "Relations Commerciales des Etats-Unis" pour 1895 et 1896. Le Consul dit que, "Dans une conversation récente avec le maire de St. Pierre, il se plaignit de l'impossibilité d'obtenir des informations authentiques des catalogues publiés en anglais, puisque il n'y a personne au service de la municipalité qui parle l'anglais. Il fit allusion surtout au catalogue des pompes à incendie mues par la vapeur, puisque la ville désirait en acheter une, et il dit aussi qu'il serait content d'obtenir un catalogue, avec une liste des prix (en français) de toutes sortes de papeterie, mais que l'envoi des Etats-Unis, de catalogues publiés en anglais, comme on le fait constamment, est une dépense inutile de timbres et de bon matériel.

"Il serait à propos de suggérer aux fabricants et aux commerçants des Etats-Unis, l'utilité de l'envoi dans cette île de catalogues et de prix courants publiés en français, afin d'introduire leurs marchandises et de les faire apprécier plus qu'elles ne le sont aujourd'hui. Pour faciliter davantage l'importation de marchan-

disées américaines, j'engagerai," continue-t-il, "les maisons commerciales aux Etats-Unis à choisir, pour commis voyageurs, des hommes habiles ayant des connaissances suffisantes dans les langues et les affaires pour visiter ce pays et les autres pays français; autrement, leurs voyages sont généralement stériles comme résultats. Quand on considère les efforts que font les autres pays et nations, surtout l'Empire d'Allemagne, pour préparer leurs jeunes gens à ce travail important et le succès qui en résulte, je ne puis me lasser de faire tous mes efforts pour attirer l'attention de mes compatriotes sur ce point, à cette époque de concurrence et d'efforts continuels pour l'amélioration des moyens nécessaires à l'acquisition d'une clientèle en pays étrangers. J'ai connu des commis voyageurs des Etats-Unis qui ne savaient pas un mot de français; par conséquent, ils ne pouvaient rien faire, tandis que d'autres, versés dans la langue et bien au courant de leur travail, ont obtenu un succès considérable en faveur des maisons qu'ils représentaient."

Les Antilles danoises et hollandaises sont les plus petites de toutes, et leur commerce, naturellement, est proportionné à leur grandeur. Le commerce qu'elles font avec les Etats-Unis est toutefois d'une importance considérable. En parlant des importations et exportations de St. Thomas, le Consul STEWART dans un rapport daté du 5 septembre, publié dans les "Relations Commerciales des Etats-Unis" pour 1895 et 1896, s'exprime de la manière suivante :

"Il y a eu une diminution dans les importations provenant de l'Angleterre, de la France et de l'Allemagne pendant l'année fiscale finissant le 30 juin 1896, tandis que du côté des Etats-Unis il y a eu une augmentation de plus de \$40,000, comme on peut le voir dans le tableau ci-joint, qui est authentique, les données ayant été obtenues ici de la Douane et du secrétaire du gouvernement.

"Les exportations sont estimées à \$60,000 environ, dont \$37,987 pour les Etats-Unis."

La colonie hollandaise de Curaçao fait, en proportion de sa grandeur, un commerce considérable avec les Etats-Unis; mais il est évident qu'on peut faire beaucoup pour l'augmenter, et à ce propos, M. JERVIS SPENCER, le consul américain, dans un rapport publié dans les "Relations Commerciales des Etats-Unis" pour l'année 1895-96, dit :

"Si l'on pouvait voir et examiner des échantillons d'articles fa-

briqués aux Etats-Unis avec la liste des prix, et si on les comparait favorablement à ceux de manufacture européenne, sûrement nos produits auraient la préférence, et le développement de notre commerce s'en suivrait. Je conseillerai d'organiser dans un bâtiment, une exposition d'échantillons, afin que les manufacturiers puissent vendre, sans grands frais, aux négociants.

Le Consul SPENCER, de même que d'autres agents consulaires, conseille l'envoi de commis voyageurs possédant les connaissances de la langue, des goûts et des habitudes du pays.

En considérant le développement que le commerce des Etats-Unis avec les Antilles peut atteindre, la première pensée qui se présente à l'esprit est la proximité de ces îles. Les montagnes de Cuba sont presque visibles de la Floride. La distance de New York à Kingston, Jamaïque, est de 1,820 milles et celle de New York à Haïti est bien plus courte.

Comme les Antilles se trouvent dans la route suivie par les vapeurs et les voiliers employés dans le commerce entre les Etats-Unis et la côte Est de l'Amérique du Centre et du Sud, il est certain, qu'à mesure que les relations commerciales des trois sections de ce continent se développent, le trafic entre les îles de la Mer des Caraïbes et les marchés du Nord doit nécessairement prendre des proportions plus considérables. Les fabriques américaines peuvent fournir à tout l'archipel, les marchandises dont les habitants ont besoin, et la concurrence de l'Europe deviendra impossible le jour où les commerçants des Etats-Unis, se conformant aux exigences des marchés des Antilles, adopteront les procédés commerciaux suivis par les pays européens, surtout par l'Allemagne, et qui consistent, par-dessus tout, dans l'étude, par l'intermédiaire d'agents actifs et de bonne éducation, des habitudes, des coutumes, et même des goûts particuliers des peuples avec lesquels ils font le commerce.

La reconstruction de la marine marchande des Etats-Unis est une nécessité absolue, en vue des exigences du commerce étranger. Il n'y a aucune raison pour que les armateurs de l'Amérique ne puissent pas concourir avec ceux de l'Europe dans l'industrie du transport maritime, plus spécialement par rapport aux contrées de ce continent, car c'est un fait certain et étonnant que la plupart des marchandises introduites dans les ports de l'Amérique latine, est apportée par des navires européens. Les chantiers de cons-

truction navales des Etats-Unis construisent des navires aussi beaux que les navires anglais, et c'est un fait reconnu que dans le passé, la marine marchande des Etats-Unis a surpassé celle de l'Angleterre. Ceux qui aspirent à voir dominer les Etats-Unis sans aucune concurrence possible, doivent diriger tous leurs efforts vers le rétablissement de la marine marchande sur la même base qu'autrefois.

A mesure que la marine marchande des Etats-Unis atteindra les hauteurs où elle doit nécessairement arriver, l'augmentation du commerce de ce pays avec le reste de l'Amérique deviendra plus facile. C'est un fait bien reconnu par toutes les grandes puissances du monde que rien n'est si favorable au commerce d'un pays que le pouvoir d'expédier ses marchandises à l'étranger sous l'égide de son propre pavillon, et c'est sans doute à ce fait que l'Angleterre doit, en grande partie, la position éminente qu'elle a occupée si longtemps parmi les autres nations commerciales. On connaît très bien tous les efforts que la France et l'Allemagne ont faits et font encore tous les jours pour le progrès de leurs intérêts maritimes. Les Etats-Unis comprennent parfaitement qu'il est de première importance que le commerce américain puisse disposer de meilleurs moyens de transport, afin que les exportateurs de ce pays cessent de payer un tribut aux lignes de navigation étrangères. Il est tout naturel que les Etats-Unis, étant la première nation industrielle du monde et ayant sur les deux océans des ports nombreux et excellents, soient en possession d'une marine marchande proportionnée aux exigences de leur commerce, ce qui ne tardera pas à devenir un fait accompli. On a déjà fait et on fait maintenant des progrès dans cette direction, mais il reste encore beaucoup à faire. Toutefois, le jour viendra, et tout semble indiquer que ce jour n'est pas loin, où l'œil du voyageur pourra apercevoir dans tous les ports de l'Amérique, le drapeau des Etats-Unis flottant sur nos navires marchands, comme il aperçoit aujourd'hui celui de l'Angleterre.

H. G. Uzman

RÉPUBLIQUE ARGENTINE.

L'INDUSTRIE SUCRIÈRE DE TUCUMAN PENDANT L'ANNÉE
1896-97.

La production sucrière dans la province de Tucuman a suivi, pendant la récente année budgétaire, l'échelle ascendante déjà indiquée dans les rapports antérieurs, reçus de cette province, la récolte pour 1896-97 s'élevant à 15,606 tonnes. La production pour les cinq années précédentes est la suivante :

Années.	Tonnes.
1891-92	45,000
1892-93	40,000
1893-94	55,000
1894-95	74,000
1895-96	103,000

Pendant l'année 1896-97 trente-quatre fabriques de sucre étaient en opération; de ces établissements, cinq qui produisirent 23,000 tonnes de sucre appartiennent à des Français; deux qui produisirent 8,000 tonnes appartiennent et sont exploitées par des fils de Français, sujets argentins, et trois, dont la totalité de la production s'élève à 22,500 tonnes, sont la propriété d'une compagnie allemande. En plus de celles-ci, il y a une fabrique espagnole qui produit 9,000 tonnes; une fabrique suédoise et une fabrique américaine d'une production de 1,600 tonnes respectivement. Les vingt et une fabriques restantes appartiennent exclusivement à des Argentins. A l'exception de trois fabriques allemandes, une américaine et une autre, dont les machines furent importées de l'Angleterre, ces établissements se servent tous de machines françaises. Pour l'exercice 1897-98, on compte sur une production de plus de 150,000 tonnes. Par conséquent, on peut considérer le marché argentin comme étant fermé aux sucres européens, à l'exception de petites quantités de sucre raffiné, importé pour la consommation de quelques riches argentins.

Ces données ont rapport seulement à la province de Tucuman. En plus, il y a la production de sucre dans les provinces voisines de Salta, de Jujuy, de Chaco et de Corrientes qui, suivant un

rapport officiel, s'éleva en 1895 à 15,000 tonnes; et à Santa Fé, à Formosa et à Santiago, la production pour la même année s'éleva à 9,000 tonnes.

COLOMBIE.

CONSTRUCTION DE CHEMINS DE FER.

Le chargé d'affaires britannique à Bogota a informé le Foreign Office que le gouvernement de Colombie a conclu un contrat avec M. FRANCISCO J. CISNEROS pour le prolongement du chemin de fer de Bolivar. Aux termes du contrat, M. CISNEROS est autorisé à construire et à mettre en opération un chemin de fer allant de Baranquilla, ou de tout autre point situé sur la ligne entre Baranquilla et Puerto Colombie, à Sabanalarga ou Usiacuri.

La voie de la ligne sera de 3 pieds $3\frac{1}{3}$ pouces; le poids minimum des rails de 35 livres par verge. Dans la construction, on doit toujours se tenir compte du caractère permanent des travaux, et pourvoir à la construction d'un nombre suffisant de gares, d'entrepôts et d'autres appartenances.

On a aussi passé un contrat avec M. ALBERTO J. ROCA pour la construction d'un chemin de fer allant d'Ocana à un point situé sur la rivière Magdalena. Cette ligne sera de voie étroite avec une pente qui ne dépassera pas trois pour cent, et avec des courbes ayant un rayon de pas moins de 328 pieds. Dans la construction et l'exploitation de cette ligne, l'entrepreneur est obligé de satisfaire à toutes les exigences du trafic.

BRÉSIL.

INDUSTRIE CAFÉIÈRE AU BRÉSIL.

M. JOHN H. KEOGH, représentant de l'une des principales maisons importatrices de café aux Etats-Unis, qui a demeuré longtemps au Brésil et qui est tout à fait au courant des intérêts caféiers du Brésil, aussi bien que des autres pays, donne, dans une entrevue publiée par le journal "Wholesale Grocer," les faits suivants relatifs à l'industrie caféière actuelle au Brésil.

Il dit que la récolte qui se vendra du mois de juin 1897 au mois de juin 1898, s'élèvera à environ neuf millions et demi de sacs; de cette quantité, trois millions et demi de sacs seront expédiés de Rio, et six millions de Santos.

L'augmentation considérable constatée dans la production de l'année antérieure est attribuée à la production des jeunes plantes caféières qui viennent de commencer à produire dans le district de Santos (Etat de São Paulo). Beaucoup des plantations caféières dans les environs de Rio sont assez vieilles et ne produisent pas aussi abondamment qu'autrefois. Les méthodes de culture employées à São Paulo sont plus modernes que celles employées dans la plupart des districts voisins de Rio.

Quant à la perspective pour l'année prochaine, M. KEOGH dit que les opinions varient grandement, mais les estimations conservatrices la placent un peu au-dessous de la récolte pour 1897-98. Les bas prix qui ont prévalu depuis quelques mois, de nécessité diminuent les efforts des planteurs pour la production d'un article qui, à peine, rapporte des bénéfices. Les planteurs sont si habitués à réaliser de grands profits, que les prix actuels de cette denrée ont eu des effets très décourageants.

Il y a dans l'Etat de São Paulo un nombre considérable de belles plantations appartenant à des Brésiliens, et aussi quelques autres grandes plantations exploitées par des hommes d'origine allemande, mais à présent les Nord-Américains ne sont pas grandement lancés dans la production caféière. Les travailleurs employés dans ces plantations sont principalement des Portugais et des Italiens. Il y a trois ans, un essai a été tenté pour introduire le travail chinois, mais il n'a pas réussi. Les quelques trois ou quatre cents Chinois qui ont été importés et établis sur les plantations les quittèrent bientôt pour s'établir dans les villes. La question du travail qui s'applique à ce genre de culture est encore à résoudre au Brésil.

Il est à noter qu'une réunion de l'Associação Commercial a eu lieu à Santos, le premier courant, pour recevoir les rapports des commissions nommées en vue d'évaluer la prochaine récolte qui sera expédiée de Santos. Les commissions, après avoir visité les districts caféiers qui leur étaient désignés, estimèrent la récolte totale à 4,250,000 de sacs. Conformément à la décision prise par la réunion, ces chiffres furent télégraphiés à Londres, à Ham-

bourg, au Havre et à New York, et l'on s'est décidé à poursuivre ce plan chaque année.

Le "Rio News" du 8 février dit à propos de cette action :

Bien que nous n'ayons aucun désir de mettre en doute le rapport de la Commission de Santos, relatif à la prochaine récolte caféière, il est bon de rappeler que plusieurs membres des maisons qui forment les différents comités sont des planteurs, aussi bien que des "commissarios" et exportateurs. Par conséquent, on peut toujours être sûr que l'évaluation indiquée dans le rapport, est au minimum ou au-dessous de la quantité actuelle, car elle représente les intérêts des planteurs.

L' "American Grocer" du 9 mars publie les statistiques suivantes sur les recettes provenant du café depuis le 1er juillet 1897 jusqu'au 7 mars 1898, avec rapport comparatif pour les périodes correspondantes des deux années antérieures :

	1898.	1897.	1896.
	<i>Sacs.</i>	<i>Sacs.</i>	<i>Sacs.</i>
Recettes à Rio.....	3, 378, 000	2, 704, 000	1, 890, 000
Recettes à Santos.....	5, 215, 000	4, 241, 000	2, 676, 000

COLOMBIE.

TERMINAISON DES TRAVAUX DE CONSTRUCTION DU QUAI DE LA BOCA.

Dans une communication sous date du 3 février 1898, M. MURPHY, clerc consulaire à Colon, informe le Département d'Etat de la terminaison des travaux de construction du quai de la Boca, terminus sur le Pacifique du Canal de Panama. Ces travaux ont été jugés nécessaires afin de surmonter les obstacles qu'occasionnent les marées au port de Panama qui varient de plus de 25 pieds, de sorte qu'à la basse mer le fond de la mer est à découvert à une distance d'un mille ou plus du rivage.

Selon M. MURPHY, l'opinion générale croit à la terminaison heureuse de ces travaux, et que les plus grands vaisseaux pourront recevoir et débarquer leurs cargaisons au quai, au lieu de se servir, comme autrefois, de gabares.

Dans un rapport présenté aux actionnaires de la nouvelle compagnie du Canal de Panama par M. BONARDEL, Président du Conseil d'Administration, à la réunion qui a eu lieu à Paris le 28

décembre 1897, il paraît que l'un des principaux travaux entrepris par la compagnie pendant l'année passée était la terminaison des travaux de construction du port et du quai de la Boca, ayant pour objet principal de faciliter à la Compagnie du chemin de fer de Panama, le maniement de toute marchandise avec plus de rapidité et à meilleur marché qu'autrefois, afin qu'elle puisse concourir avantageusement avec les différents chemins de fer trans-continentaux américains et avec le transport maritime via Détroit de Magellan.

A peu près quatorze milles du Canal du côté de Colon et six milles du côté de Panama ont été terminés, mais la partie la plus difficile du travail est encore à faire, celle de traverser la chaîne des Culebra et de surmonter les inondations de la rivière Chagres.

HONDURAS.

RESSOURCES DU PAYS.

L'article suivant qui traite des ressources du Honduras est extrait d'une communication adressée au Señor E. C. FIALLOS, ancien Secrétaire de la Légation du Honduras aux Etats-Unis, par le docteur GEORGE BEN JOHNSTON, qui a consacré de longues années à l'étude des ressources de ce pays.

Les rapports qui ont été faits donnent une idée de la richesse des mines d'or et d'argent. L'empressement que montrent les mineurs sages et expérimentés de l'Amérique du Nord pour acquérir et exploiter des gisements miniers et les résultats qu'ils ont obtenus par l'emploi de méthodes nouvelles, prouvent la justesse de votre appréciation, "que la principale richesse du Honduras vient de ses gisements souterrains." Le nombre et la richesse des mines d'or et d'argent, conjointement avec la facilité de vos lois minières, offrent à celui qui exploite, tout ce qu'il peut désirer.

Vos forêts même, sont une source de richesses aussi considérables que vos mines, exigeant moins d'habileté et de capitaux pour en tirer profit. Les bois pour l'ébénisterie y abondent, et sont d'une qualité tout à fait supérieure. On remarque parmi ces bois: le bois de rose, l'acajou, l'ébène et le ronron. Ces arbres ont une valeur toute spéciale à cause de leur dimension gigantesque et de la finesse extraordinaire de leurs fibres. Les eaux navigables rendent l'accès des forêts très facile.

Je n'ai vu nulle part une si grande variété d'herbes médicinales; on en voit beaucoup qui ne sont pas même cueillies et qui ont une vente facile à de très hauts prix, dans nos marchés et dans ceux de l'Europe. Les habitants, avec un

peu d'instruction, pourraient cueillir et préparer des herbes et des feuilles pour une valeur de plusieurs milliers de dollars, et en opérer la vente avec de jolis profits. Cette singulière et intéressante orchidée, la vanille, se trouve presque partout et pourrait faire concurrence à celle du Mexique si on la cultivait et la préparait soigneusement. Le piment qui pousse en grande quantité dans l'Olancho, n'est pas utilisé. Le yucca qui fournit un amidon excellent, par un procédé d'extraction très simple et peu coûteux, pousse sur toutes les collines.

En voyageant à travers le Honduras, on voit partout des plantes textiles. Les plus importantes sont, peut-être, le mescal et la pite, dont on peut fabriquer, par des procédés très simples, des cordages d'une qualité supérieure, de la toile à sacs, et des tissus grossiers. La finesse, la résistance et le lustre de la fibre de pite la rendent susceptible d'un développement plus grand. On pourrait tisser avec cette fibre une étoffe aussi forte que la toile de lin et aussi douce et brillante que la soie. Elle pourrait fournir aussi les matières premières pour la fabrication d'un papier, égal en force et en durée, au parchemin.

On pourrait cultiver avec profit les pistachiers de terre qui rapporteraient de gros bénéfices comme la chose a eu lieu pour nous, dans la Virginie. Le tabac de Honduras est déjà connu aux Etats-Unis et en Europe. Toutefois l'importation en est si insignifiante en comparaison de ce qu'elle devrait être, que ce tabac n'a pas attiré l'attention qu'il mérite. Le Honduras possède un sol et un climat qui peut produire toutes les qualités de tabac, depuis notre lourd tabac de l'ouest, jusqu'à la feuille cubaine si délicate et si odoriférante. J'ai vu dans les villages du Honduras des cigares fabriqués avec le tabac indigène se vendant deux sous chacun, qui feraient concurrence aux meilleurs cigares exposés dans nos boutiques. Le tabac devrait être une de vos plus importantes productions, car votre sol le produit presque sans travail et votre climat facilite sa préparation.

La canne à sucre et le coton sont perpétuels, et avec un peu de culture ils donneraient des récoltes importantes. La grande dimension et la substance des cannes sont très remarquables. Ces produits pourraient être cultivés et préparés pour la vente dans le Honduras, avec beaucoup moins de frais que dans la Louisiane et le Texas, où ils constituent une source de revenus considérables.

La nature du climat annihile l'effet des saisons dans la culture du sol, surtout quand on a soin d'établir une bonne irrigation. Par conséquent, la production des fruits et des légumes pour être conservés et confits pourrait devenir un fait accompli avec une dépense minime de frais et de travail. Ni la France, ni la Californie ne peuvent produire de meilleurs raisins. Les pêches, les figues, les dattes et les olives peuvent être cultivées partout et réussir comme la "Guayaba" sauvage, avec laquelle on fait des confitures exquises.

Vos chevaux et vos mulets sont en dessous de la taille moyenne. Cette imperfection provient de l'élevage. L'introduction de nouveaux étalons porterait remède à cette condition et élèverait la race à un degré de perfection; car, malgré la petitesse du cheval, il est très fort et très vif et peut supporter beaucoup de fatigue, faisant ainsi preuve de qualités admirables sur lesquelles on peut compter. Votre bétail souffre aussi de la même cause. Toutefois il est de meilleure race que les bêtes à corne de l'ouest et bien plus beau comme taille. L'immensité des splendides prairies sur lesquelles j'ai voyagé sans y voir de

troupeaux, m'a attristé. Les vallées avec leur verdure perpétuelle, leurs beaux arbres et leurs cours d'eau limpides auraient dû être couvertes de bestiaux et les collines de moutons et de chèvres à long poil. L'abondance et la belle qualité des prairies et le nombre et la grandeur des cours d'eau limpides rendent le pays spécialement convenable à l'élevage du bétail.

Il existe, parmi une classe nombreuse de mes compatriotes, une idée fausse relativement à la salubrité des pays de l'Amérique Centrale. Les maladies ne peuvent pas exister dans un pays où le climat est si égal (n'étant jamais excessivement chaud), où le système d'égouts est si parfait, et où l'eau pure est si abondante. Je n'ai jamais vu ailleurs des personnes possédant une meilleure santé.

Votre gouvernement est maintenant si stable, si exempt des luttes intestines, qui l'épuisaient autrefois, que la vie et la propriété trouvent dans ce pays, la même protection que dans le nôtre, et cette situation ajoute encore du prix aux ressources naturelles du pays.

MEXIQUE.

ETABLISSEMENT D'UNE COLONIE JAPONAISE.

On apprend par "El Progreso de México" que M. KOBAYASHI et M. H. KAWAMURA, de Tokio, arrivèrent à San Francisco le 23 février dernier sur le bateau *Gaelic*, en route pour le Mexique, à fin de faire des arrangements sur une grande échelle, pour l'établissement, dans ce pays, d'une colonie japonaise. M. KOBAYASHI, dans le cours d'une entrevue, dit que tous les préparatifs ont été faits pour l'établissement d'une colonie japonaise sur une étendue de territoire, voisin du port de San Benito et contigu à la frontière du Guatemala. Ce territoire, qui a 100,000 acres d'étendue, a été acquis par le comte ENOMOTO, ex-Ministre de l'Agriculture au Japon et par un riche propriétaire de ce pays, enformément au traité qui existe entre les gouvernements mexicain et japonais et qui fut approuvé l'an dernier. Les auteurs de l'entreprise comptent sur l'aide du gouvernement japonais.

Les deux visiteurs sont venus pour faire une inspection du territoire et pour en faire la distribution parmi les colons, ce qui aura lieu au plus tôt possible. Ils disent que toute l'étendue sera consacrée à la culture de café. On propose en plus, d'établir une ligne de bateaux à vapeur qui feront le service entre les villes de San Francisco et Acapulco, se reliant à la ligne japonaise qui traverse le Pacifique.

CONTRAT AVEC LA "MEXICAN TELEGRAPH (CABLE) COMPANY."

Le 15 novembre 1897 le Gouvernement du Mexique, par l'entremise du Secrétaire des Transports et des Travaux Publics, a fait un contrat ratifié en suite par le Congrès avec la "Mexican Telegraph (Cable) Company," par lequel le service télégraphique international de la République sera fait par les lignes de cette compagnie en liaison avec la "Western Union Telegraph Company" des Etats-Unis. En vertu de cet accord la "Western Union Company" pourra unir ses fils à ceux de la Fédération soit par moyen de fils aérien ou souterrains à Laredo, Tamaulipas, Ciudad Juarez, Chihuahua, et Nogales, soit par cable sousmarin.

Par les termes de l'article 24 la "Mexican Telegraph Company" s'oblige à payer au Gouvernement du Mexique 15 pour cent des bénéfices de chaque année dérivés du service international de la République par la frontière Nord ou par son cable.

La compagnie garantit que les 15 pour cent mentionnés ne seront pas moins de \$20,000,000 par an pendant la période du contrat. L'article 26 dit :

Dés la promulgation de ce contrat et pendant le temps qu'il sera en vigueur, le service télégraphique international de la République sera fait seulement par le Gouvernement Fédéral, la Mexican Telegraph Company et la Western Union Telegraph Company d'accord avec les stipulations y établies * * *. L'expression "service télégraphique international" comprend le service des téléphones et tout échange de dépêche, soit directement par l'usage présent des lignes ou indirectement par moyen des messagers ou autres.

En cas de non observation des stipulations du paragraphe 1^{er} de cet article, la Mexican Telegraph Company pourra suspendre le paiement de 15 pour cent des bénéfices ci-dessus mentionné.

AFFERMAGE DES CHEMINS DE FER DE TEHUANTEPEC.

Un contrat a été signé entre le Gouvernement du Mexique et la maison S. PEARSON & SONS de Londres, par lequel le Gouvernement lui loue pour une période de 50 ans à partir du 1^{er} avril 1898, le chemin de fer de Tehuantepec avec toutes ses dépendences. L'affermage amène l'obligation d'établir des ports saufs au deux termini de la ligne, Coatzacoalco et Salina Cruz. Par les termes du contrat MM. PEARSON & SONS s'obligent à établir et maintenir la ligne en bonnes conditions pour l'exploita-

tion, et à l'expiration de l'affermage à la délivrer au Gouvernement dans des conditions égales. Le Gouvernement garantit que la recette nette de la ligne montera à 6 pour cent sur la dépense pour l'amélioration de la ligne. Tous les bénéfices en plus de cette valeur iront au Trésor National.

NICARAGUA.

L'INDUSTRIE DES BANANES SÈCHES.

Il y a quelque temps on a mentionné dans un numéro du BULLETIN, sur l'information fournie au Bureau par M. M. J. CLANCY, agent consulaire des Etats-Unis à Bluefields, Nicaragua, qu'on essayait l'exportation aux Etats-Unis et à l'Europe de bananes sèches afin d'utiliser l'excès de la production du fruit dans ce district. On a constaté que des millions de petites grappes, impropres à l'exportation, étaient jetées à la rivière ou abandonnées pourrissant sur le sol. En plus d'utiliser ce fruit, on a mentionné aussi qu'au cas de la réussite de la tentative, les fabricants des Etats-Unis trouveraient un nouveau débouché pour les outils adaptés à cette industrie. La lettre suivante de M. CLANCY, publiée dans le "Bluefields Recorder" du 5 mars 1898, est insérée dans le BULLETIN pour donner des informations additionnelles relatives à ce sujet :

AGENCE CONSULAIRE DES ETATS-UNIS,
Bluefields, Nicaragua, 28 février 1898.

VALENTINE BROTHERS,

*Agents de la Compagnie du Chemin de Fer du Honduras,
New York City.*

MESSIEURS : J'ai l'honneur d'accuser réception de votre lettre du 17 du courant, relative à l'industrie des bananes sèches.

Il y a dans le district de Bluefields des millions de grappes de bananes de sept mains ou moins qui sont annuellement jetées aux rivières ou laissées à pourrir sur place, par manque de débouchés pour les bananes de cette grandeur. Si le commerce de bananes sèches réussissait, beaucoup de planteurs de la rivière Escondido et de ses affluents en retireraient un bénéfice considérable.

On ne peut pas dire que l'industrie soit encore entrée dans son premier développement, pour la raison que les machines dont on se sert à présent sont de fabrication locale, improvisées par les planteurs eux-mêmes, tandis que ceux qui se sont engagés dans cette industrie ne savent absolument rien des meilleurs moyens de faire sécher les fruits. Ce fut à cause de cet état de choses que

j'envoyai une communication relative à ce sujet, au Bureau des Républiques Américaines pour publication.

Quand les fabricants de machines pour sécher les fruits se rendront compte du vaste débouché qui attend les machines de cette classe, ils se mettront à l'œuvre pour en fabriquer qui soient adaptées à cette industrie particulière.

Les natifs des îles de Samoa mettent les bananes à sécher au soleil et exportent ce qui ne sert pas à la consommation nationale, mais je n'ai pas pu apprendre à quel marché ils les envoient. Le Directeur du Parc ou Musée National de Copenhague, Danemark, ferait une commande pour une quantité spécifique mensuelle de bananes ainsi préparées, s'il pouvait trouver quelqu'un pour la remplir. La banane sous cette forme est employée par les confiseurs dans la manufacture de fruits confits, pour l'alimentation des animaux gardés dans les parcs zoologiques ou dans les maisons, et est considérée un aliment excellent. L'Allemagne, la Norvège et la Suède, où l'introduction des bananes sèches a déjà été faite sur une petite échelle, sont de bons débouchés. Je suis informé qu'en Allemagne et en France les bananes sont admises en franchise de droits, tandis que le droit d'importation perçu aux Etats-Unis est de 2 cents or par livre.

Le fruit se vend ici à 20 cents en monnaie du Nicaragua (8 cents en monnaie des Etats-Unis) la livre, et se vend au détail à 30 cents la livre en monnaie du Nicaragua. On ne doit pas perdre de vue le fait que, dû aux fluctuations du taux du change, le prix ne peut être calculé qu'en monnaie des Etats-Unis. C'est l'intention de vendre les bananes, mises à bord, et destinées, soit à la Nouvelle Orléans, soit à New York, à 10 cents or la livre, aux négociants qui en achètent de grandes quantités. Actuellement, le fruit est, emballé en boîtes en bois d'une apparence peu attrayante, chacune desquelles contient cinq livres. Je vous enverrai une boîte à New York, de même qu'à Puerto Cortez, Honduras, la semaine prochaine.

Quand on se servira des appareils propres à sécher de grandes quantités, les bananes seront expédiées en barils aux Etats-Unis et à l'Europe, et le négociant en gros peut en faire des paquets selon les exigences de sa clientèle. Aussitôt que les bananes sont entièrement mûres, on leur ôte la peau et les met à sécher dans un four en tôle tout à fait comme on fait cuire le pain. Elles restent dans le four de 24 à 48 heures, à une température qu'on ne connaît pas exactement parcequ'il n'y a pas de thermomètres pour obtenir le degré de chaleur nécessaire, après lequel on les laisse refroidir et alors elles sont emballées en boîtes pour le marché. Six livres de bananes mûres sont nécessaires pour faire une livre de bananes sèches.

Je dois remarquer en passant que le plus longtemps que ces bananes restent dans le four, la meilleure est la cristallisation de la matière saccharine, qui paraît sur la surface du fruit après la dessiccation.

De ce que j'apprends, les fabricants de bananes sèches qui préparent leur produit d'une manière soignée et attrayante peuvent commander leur prix et ils recevront plus de commandes qu'ils n'en pourront remplir. Remarquez bien que l'on considère que les bananes de Bluefields ont un meilleur goût et sont plus nourrissantes que celles de tous les autres districts, qualités qu'elles conser-

veraient après la dessiccation. Et encore, Bluefields est un des plus grands districts productifs de bananes, et par conséquent, produit une quantité illimitée de ce fruit qui peut servir à cette industrie.

On essaie aussi la fabrication de farine de bananes. Il est affirmé que cet article surpasse de beaucoup le blé de sarrasin pour la confection de gateaux et que l'on peut l'employer pour fabriquer du pain et des biscuits qui se recommandent hautement aux dyspeptiques et aux malades. On dit aussi que dans la fabrication de la bière elle peut remplacer le houblon. Et de plus, le peu de dépenses qu'occasionne la production de cette farine et le prix peu élevé de vente lui donnent l'avantage sur les autres produits de même nature.

Je suis sûr que si vous écrivez à M. WILLIAMS EDWARDS, ou à M. ED. NEUHAUS, Rama, Nicaragua, que ces Messieurs prendraient grand plaisir à répondre à toute question que vous leur adresseriez à propos de cette industrie, et si je puis vous être utile vous n'avez qu'à me commander.

Bien à vous,

M. J. CLANCY,
Agent Consulaire des Etats-Unis.

LE TRANSPORT SUR LA RIVIÈRE SAN JUAN ET LE LAC NICARAGUA.

M. W. B. SORSBY, consul des Etats-Unis à San Juan del Norte, informe le Département d'Etat, sous date du 28 février, qu'à cause de la mésintelligence survenue entre le gouvernement et la Nicaragua Mail Steam Navigation and Trading Company et de la décision rendue par l'arbitre contre la compagnie, tout trafic entre Granada et San Juan del Norte est pour le moment suspendu.

Il paraît, selon les rapports de l'arbitre, le Général E. P. ALEXANDER, que pendant plusieurs semaines, commençant vers le 1er novembre 1897, le gouvernement, craignant un conflit politique et une guerre civile, plaça une garde de soldats sur chacun des vaisseaux de la compagnie, pour empêcher les révolutionnaires de s'en emparer. Dans l'exécution de ce devoir, les soldats voyageaient sur les vaisseaux, se pourvoyant eux-mêmes de leurs rations. La réclamation que fit la compagnie que ces troupes fussent considérées comme passagers et que le gouvernement payât le prix de voyage fut rejetée par le Général E. P. ALEXANDER, prié par les deux parties de servir comme arbitre.

En conséquence de cette décision, la compagnie de navigation arrêta tout trafic de transport sur les lacs et les rivières, et le gouvernement s'empara officiellement de tous les vaisseaux.

Le Consul SORSBY dit qu'en toute probabilité le gouvernement

continuera le service pour son propre compte, de sorte que les communications avec l'intérieur seront rétablies. Les bateaux à vapeur, de même que le contrat avec le gouvernement, appartiennent à M. PELLAS, sujet italien.

SAINT-DOMINGUE.

Le tableau suivant, compilé par la "San Domingo Improvement Company," des dernières statistiques officielles, montre l'exportation des principales productions de Saint-Domingue pour une série d'années à partir de 1892 :

Articles.	1892.	1893.	1896.	1897.
Sucre.....livres..	56, 501, 700	68, 833, 400	86, 866, 239	106, 331, 556
Café.....do....	1, 105, 500	3, 104, 050	2, 422, 399	3, 784, 095
Cacao.....do....	2, 146, 000	4, 154, 600	4, 308, 823	4, 695, 606
Tabac.....do....	13, 103, 300	14, 620, 800	6, 332, 208	6, 632, 541
Miel.....gallons..	83, 922	103, 473	38, 562	54, 894
Cire.....livres..	1, 543	2, 375	292, 828	379, 140
Peaux de chèvres.....	7, 670	10, 207	58, 124	70, 122
Cuir.....	11, 708	27, 729	13, 490	27, 671
Cornes.....		800	928	4, 010
Campêche.....	38, 413, 760	41, 657, 280	23, 070, 000	5, 715, 040
Mora.....	15, 685	3, 012, 800	389, 000	736, 720
Bera.....	293, 440	40, 320	1, 460, 480	9, 922, 415
Dividivi.....	26, 880	789, 600	1, 304, 929	1, 768, 470
Blocs d'acajou.....pieds..	859, 482	104, 651	232, 498	328, 813
Fourches en acajou.....	96, 916	1, 042, 945	62, 725	32, 316
Espinillo.....pieds..	155, 359	121, 740	90, 892	296, 241
Cèdre.....do....	12, 000	315	58, 160	52, 243
Abey.....do....		3, 625	2, 740	3, 920
Yaya.....do....	471, 188	622, 127	12, 000	8, 500
Guayacan.....livres..	5, 642, 560	6, 493, 760	1, 208, 000	1, 721, 692
Vieux cuivre.....do....	17, 060	2, 095	4, 029	1, 400
Noix de kola.....			400	
Ecaïlle de tortue.....livres..	424	426	257	329
Résine.....do....		4, 350	7, 944	3, 466
Rhum.....gallons..	45, 542	43, 433	2, 160	200
Bananes.....grappes..		400	88, 153	305, 662
Dollars mexicains.....			180, 160	492, 997
Or américain.....				480
Mélasses.....gallons..	316, 096	8, 470	1, 777, 119	1, 847, 417

VENEZUELA

TARIF DOUANIER DE 1897-98.

[Troisième édition, fascicule 30.—Suite du numéro d'avril.]

§ 7.—CLASSE VII.

Droits.—5 bolivars par kilogramme.

Éventails de tout genre.

Amers non dénommés, quelque soit le contenant.

Cartes à jouer.

Cannes à épée ou avec armes à feu.

Bourses en lin ou en coton.

Chaussettes, bas, franges, glands, dentelles, rubans, bandes, cordons, passementerie, peluches, bonnets, manteaux ou capelines, ceintures, nœuds, épaulettes, chaussons et gants, en laine pure ou mélangée de coton.

Chaussures simplement découpées ou sans semelles et tapis en peau de mouton.

Chemises confectionnées en coton, sans aucune partie en fil.

Bouts en cuir pour espadrilles.

Carpettes, tapis et tous autres articles au crochet, à l'exception de ceux de soie.

Chasubles, bourses pour corporal, nappes d'autel, chapes, dalmatiques, étoles, manipules, corporaux, bandes et autres ornements sacerdotaux et à l'usage des églises.

Cigarettes en papier ou en feuilles de maïs.

Cravates en coton, crin ou laine.

Rideaux, tentures et moustiquaires, en lin ou en coton.

Bretelles, corsets, ceintures, cache-corsets et jarrettières, de toute sorte.

Jupons, jupes, robes de chambre ou matinées, gros jupons, taies d'oreiller, blouses, de lin pur ou mélangé de coton, excepté ceux en batiste de lin pur ou mélangé de coton qui suivent le régime de la Classe VIII.

Dentelles, bandes brodées, blondes, entre-deux, rubans, bordures, épaulettes, glands, cordons, franges, chaussons, écharpes, tresses, gants et passementerie, de lin ou de coton.

Épées, sabres, poignards et couteaux fins de chasse, tromblons, pistolets, revolvers, fusils de chasse, mousquetons, fusils de guerre, rifles, carabines et autres armes d'artillerie ou d'infanterie, ainsi que leurs projectiles, capsules et amorces à leur usage; cheminées, platines, cartouches chargées ou vides, et tout ce qui se rapporte aux armes blanches ou à feu, ainsi que les armes à air comprimé pour tirer à la cible.

Alumettes pyrotechniques ou à feu de Bengale.

Feux d'artifice.

Housses et couvertures de cheval, de tout genre.

Chaussettes de lin pur ou mélangé de coton, et chaussettes en coton tordu dit fil d'Écosse.

Poires à poudre et sacs à plomb, boîtes à capsules, bourses et carniers de chasse.

Mousseline, crépon de coton de couleur, linon, gaze de coton dite *rengue*, barège, grenadine, organdi, zéphir, toile de lin dite *clarin*, *dulce sueño*, tarlatane, *imité*, batiste de Hollande, petite batiste de coton, blanche ou de couleur, unie, ouvragée, à jour ou brodée, en pièces ou en coupons pour vêtements, et tous autres tissus semblables non dénommés dans d'autres classes.

Mousseline et batiste de lin pur ou mélangé, écrue ou de couleur, en pièces ou en coupons pour vêtements.

Panne (*panilla*) et peluche de coton, imitation de velours, en pièces ou en rubans.

Drap ordinaire ou de fantaisie, casimir, cassinette, mousseline, satin, tricot, flanelle, *lanilla*, alépine, alpaga, *cambron*, mérinos, serge, lasting, damas et tous autres tissus de laine pure ou mélangée de coton non dénommés dans d'autres

classes, à moins qu'ils ne soient confectionnés en vêtements, ce qui les soumettrait au régime de la Classe IX.

Châles, grands et petits, foulards et fichus, en mousseline, linon, tricot ou autre tissu fin de coton.

Mouchoirs, châle, grands et petits, foulards, tapis de table, camisoles en laine pure ou mélangée de coton, sans ornements ou broderies en soie.

Parapluies, encas, ombrelles et parasols, de soie pure ou mélangée de laine ou de coton.

Peaux tannées, ouvrées sous toutes formes, non dénommées dans d'autres classes.

Guipure ou tulle, de coton ou de pite.

Selles, têtes, fontes à fusil ou à pistolet, guides, sangles, croupières et couvertures de cheval en peau de mouton, de toute espèce.

Tabac brut et côtes de tabac.

§ 8.—CLASSE VIII.

Droits.—10 bolivars par kilogramme.

Ornements pour la tête et résilles de tout genre.

Cheveux et leurs imitations, ouvrés ou non.

Chemises confectionnées, en lin ou laine, et chemises en coton ayant une partie quelconque en lin; pantalons, jaquettes, blouses, gilets, caleçons, vestes, paletots, vestons, redingotes et tous autres vêtements confectionnés pour hommes, en lin ou coton, non dénommés dans d'autres classes.

Cols, devants de chemises et manchettes, en lin ou coton, pour hommes et femmes.

Hamacs en filet, de toute sorte.

Jupons, jupes, gros jupons, taies d'oreiller et matinées, en batiste ou tissu clair de lin (*clarin*), purs ou mélangés de coton.

Fleurs et fruits artificiels, non dénommés, et fournitures pour confectionner les fleurs, à l'exception du papier peint employé à cet usage, qui est rangé dans la Classe VI.

Gants de peau, excepté les gants d'escrime qui suivent le régime de la Classe V.

Batiste de Hollande, tissu clair (*clarin*), tricot, zéphyr, linon, tarlatane, mousseline et tous autres tissus fins de lin ou de coton, ouvrés en articles tels que fraises, ruches, bonnets d'enfants, jupes, manchettes, chemisettes et autres objets et ornements non dénommés dans d'autres classes.

Joyaux, perles, bijoux, pierres et objets précieux, articles en or et en argent et articles fabriqués en partie avec ces métaux; montres de toute matière et boîtes ou écrins vides pour montres ou autres objets précieux, même importés séparément.

Livres et albums, dans la confection desquels entrent du velours, de la soie, de la nacre, de l'écaille, de l'ivoire, du cuir de Russie ou des filets ou ornements dorés ou argentés.

Mouchoirs de lin pur ou mélangé de coton.

Reliures pour livres, importées séparément, et couvertures mobiles pour livres.

Plumes pour chapeaux et bonnets et autres usages similaires, et panaches pour corbillards importés séparément des voitures.

Soie pure ou mélangée d'autre matière et tissus d'autres matières mélangées de soie.

Tissus de toute matière, mélangés ou brodés d'or ou d'argent fins ou faux, à l'exception des ornements sacerdotaux et à l'usage des églises compris dans la Classe VII.

Tissus de laine pure ou mélangée de coton, préparés pour moustiquaires, tentures, rideaux et autres articles non dénommés antérieurement.

Tabac manufacturé et préparé sous toutes les formes, à l'exception du tabac haché pour cigarettes, du tabac en carottes et du tabac tordu à mâcher. Sont également rangés dans cette classe, les cigarettes roulées dans une feuille de tabac.

§ 9.—CLASSE IX.

Droits.—20 bolivars par kilogramme.

Affiches et annonces sur carton et feuilles volantes, imprimées ou lithographiées.

Boîtes pour le conditionnement des cigarettes.

Circulaires imprimées ou lithographiées.

Étiquettes et prospectus imprimés ou lithographiés, n'adhérant à aucun objet, et cartes de visite imprimées avec ou sans dessins en couleur.

Drap ordinaire ou de fantaisie, casimir, satin, tricot, flanelle, alépine, alpaga, *cambron*, serge, lastings et damas, de laine pure ou mélangée de coton, en vêtements confectionnés pour hommes.

Enveloppes à lettres, achevées ou simplement découpées, de toute sorte.

Chapeaux, bonnets, toques et casquettes, avec ornements, pour dames et fillettes.

Chapeaux en peluche de soie noire, hauts de forme, et autres chapeaux de ce format, de toute matière, y compris les chapeaux claques, les chapeaux simplement coupés, les feutres foulés et toute autre espèce de chapeaux finis ou à moitié finis, à l'exception seulement des chapeaux de paille et de leurs imitations.

Cartes-annonces (grandes) imprimées ou lithographiées.

Tarlatane, soie, laine, batiste de Hollande, tissu clair (*clarin*), zéphyr, linon, mousseline et tous autres tissus de lin ou de coton, confectionnés en vêtements pour dames.

Vêtements de laine, de coton ou de lin, pour hommes, excepté ceux dénommés dans d'autres classes.

ART. 2. Les droits de douane seront perçus d'après le poids brut en bolivars et centimes de bolivar.

ART. 3. Est prohibée l'importation des articles suivants :

Huile de coco, eau-de-vie de canne, coton, amidon, indigo, cacao, café, mélasse ou miel de sucre ou d'abeilles, viande salée en *tasajo*, sel, dynamite, racine de salsepareille, monnaie d'or fausse et monnaie d'argent, appareils à frapper la monnaie, à moins qu'ils ne soient importés pour le compte de l'État ;

Chaussures confectionnées et cuir tanné pour la fabrication des chaussures, allumettes de toute sorte.

§ UNIQUE. Si le Pouvoir Exécutif juge opportun d'autoriser l'importation par les douanes de la République de quelque article prohibé, il fixera le droit dont cet article devra être frappé, et il en rendra compte au Congrès à sa première réunion.

ART. 4. Le Pouvoir Exécutif pourra prohiber totalement ou partiellement l'importation de tissus de toute sorte, de vêtements confectionnés et de chapeaux de toute sorte, de bonnets, toques et casquettes et en interdire l'entrée par les douanes de la République dans le cas que les industries et ateliers s'occupant de la fabrication de ces articles soient assez développés pour faire face aux besoins de la consommation, sans que les acheteurs aient à souffrir de cette mesure de prohibition.

ART. 5. Pour l'importation par les douanes de la République des armes à feu frappées de droits, de la poudre, du plomb, des capsules, des amorces, des pierres à fusil, du salpêtre et de toutes autres matières explosibles non dénommées dans la présente loi, il faudra la permission ou l'ordre du Gouvernement général.

§ UNIQUE. Les armes de précision et les articles de guerre exclusivement destinés au matériel des parcs d'artillerie ne peuvent être importés que par le Gouvernement national.

ART. 6. Pour les articles dénommés dans le tarif, on ne tiendra pas compte de la matière dont ils se composent, mais de la classe dans laquelle ils sont rangés. Ainsi les bandages, seringues, clysopompes, jouets d'enfants, masques, lunettes, porte-feuilles, porte-cartes et autres articles dénommés payent les droits de la classe à laquelle ils appartiennent, quelle que soit la matière dont ils sont fabriqués, à moins qu'ils n'aient des parties en or ou en argent, ce qui les ferait rentrer dans la Classe VIII.

ART. 7. Les colis qui renferment des échantillons de tissus en petits coupons et des échantillons de papier de tenture, pesant plus de 25 kilogrammes, payeront, pour le poids excédant 25 kilogrammes, les droits de la Classe III.

ART. 8. Lorsque l'on introduira des marchandises ou autres produits sujets au paiement des droits d'importation, et que ces articles seront inconnus dans le pays, ou ne seront point dénommés dans le tarif, ni mentionnés dans des décisions plus récentes du ministère des finances, les importateurs pourront relater ce fait dans leurs manifestes et adresser au Gouvernement une requête examinée par la douane respective et accompagnée d'un échantillon, afin de permettre d'attribuer à ces articles la dénomination ou la classification qui leur est propre.

ART. 9. Les machines, outils et autres instruments pour l'exploitation des mines ne jouissent de l'exemption des droits d'importation qu'une seule fois pour chaque société minière, et les pièces de rechange importées pour remplacer celles qui sont entrées antérieurement en franchise ne jouiront plus de l'exemption.

ART. 10. Les douanes maritimes ne pourront autoriser, sans l'ordre préalable du ministère des finances, l'entrée des machines et appareils compris dans les n^{os} 6, 21, 22 et 23 du tarif, ni des objets artistiques ayant un caractère monumental. Pour obtenir cette autorisation, les intéressés adresseront, pour chaque cas, au ministère des travaux publics une requête examinée par la douane respective, sollicitant la libre importation desdits articles.

ART. 11. Les articles étrangers n'ayant pas servi, que les passagers importent

dans leurs bagages, acquitteront 20 pour cent en plus du droit qui leur est applicable d'après le tarif.

ART. 12. Le Pouvoir Exécutif est autorisé à diminuer et supprimer les taxes du présent tarif applicable aux produits alimentaires de première nécessité lorsque des circonstances imprévues rendront nécessaires ces modifications, en rendant compte au congrès des mesures qu'il aura cru devoir adopter.

ART. 13. Si des articles sont importés démontés en un seul colis ou dans des colis distincts, ils acquitteront les droits applicables à ces articles quand ils sont importés non démontés.

ART. 14. Sont abrogés le décret du Pouvoir Exécutif du 1^{er} avril 1893, relatif aux droits d'importation, et les décisions postérieures sur la matière.

RÉGIME APPLICABLE AUX COLIS POSTAUX.

[Extrait de la circulaire du Ministère des Finances, du 16 novembre 1896.—*Gaceta oficial* du 18 novembre 1896, n° 6868.]

Si des colis postaux renferment des marchandises rangées dans des classes différentes du tarif, leurs bordereaux devront mentionner le poids de chaque espèce de marchandises, et si chaque marchandise pèse moins d'un demi-kilogramme, elle sera toujours considérée comme pesant un demi-kilogramme et taxée en conséquence. La même règle s'appliquera à l'emballage, qui payera le droit applicable à l'article le moins imposé qu'il conditionne, à moins que ledit emballage ne rentre par sa nature dans une classe plus imposée du tarif.

[Fin.]

EXTENSION DES CHEMINS DE FER.

Le tableau suivant montre l'extension totale des chemins de fer qui sont en ce moment en opération au Vénézuéla, ainsi que la nationalité des propriétaires des différentes lignes. On remarquera que les Etats-Unis y figurent assez pauvrement.

	Nationalités.	Kilo- mètres.*
Caracas-Valencia.....	Allemande.....	179
Caracas-Laguiara.....	Anglaise.....	37
Caracas-Petare.....	do.....	10
Caracas-El Valle.....	Nationale.....	8
Valencia-Puerto Cabello.....	Anglaise.....	55
Fucaca-Aroa.....	do.....	89
El Hacha-Barquisimeto.....	do.....	88
La Ceiba-Valera.....	Nationale.....	90
Santa Barbara-El Vijia.....	Française.....	60
Encontrado-La Fria.....	Nationale.....	100
Carenero-San José.....	Hollandaise.....	33
Guanta-Naricual.....	Nationale.....	36
Maiquetia-Macuto.....	do.....	8
Vela-Coro.....	Etats-Unis.....	17
Extension totale.....		810

* Le kilomètre équivaut à 0.62137 mille.

INAUGURATION D'UN ENTREPÔT D'ÉCHANTILLONS À
CARACAS.

L'inauguration officielle de l'Entrepôt d'Echantillons pour l'exposition des manufactures américaines, établi par l'Association Nationale des Manufacturiers Américains, a eu lieu le 29 mars dernier à Caracas, capitale du Venezuela. Parmi les personnes présentes à l'inauguration, on remarquait le général Don IGNACIO ANDRADE, Président de la République, les Membres du Cabinet, l'honorable FRANCIS B. LOOMIS, Ministre des Etats-Unis, le Secrétaire de Légation, et plusieurs autres membres du Corps Diplomatique, ainsi que beaucoup de dames et de messieurs qui avaient été invités à assister à cette fête.

Le "Journal Commercial de New York," dans ses numéros des 12 et 13 avril, contient des rapports étendus et détaillés sur les cérémonies faites à cette inauguration. M. RUDOLPHE DOLGE, délégué spécial de l'Association Nationale des Manufacturiers, et dont les efforts ont largement contribué à faire réussir cette entreprise, fit le discours d'ouverture, appelant l'attention sur les avantages de l'Exposition qui augmenteraient le commerce entre le Venezuela et les Etats-Unis. Cette exposition est, selon M. DOLGE, une entreprise d'une importance nationale qui n'aspire à aucun profit matériel quel qu'il soit, désireuse seulement de présenter au commerce, à l'agriculture, et au public en général, des échantillons de manufactures et de produits américains. Selon M. DOLGE, l'Exposition est destinée à être une exposition permanente, pourvue d'un bureau de renseignements qui sera toujours prêt à aider de son mieux le commerce du Venezuela avec les Etats-Unis d'Amérique. Il termina son discours en remerciant le Président ANDRADE au nom des Etats-Unis d'Amérique, de ses efforts et de son encouragement en faveur de l'entreprise, dont l'établissement signifie "l'Union commerciale de deux contrées, unies aussi par d'autres liens."

Le Président ANDRADE répondit en termes élogieux et approbatifs, souhaitant à l'entreprise une grande prospérité et un grand succès, exprimant sa satisfaction personnelle de voir la puissante République du Nord attirée vers nos ports pour nous offrir le fruit de ses expériences et le résultat admirable du génie et du travail de ses fils. Ici se trouve un peuple, brave et honnête, qui désire tra-

vailler; nos ports sont ouverts sans restriction, au progrès et aux forces productives de l'étranger. Des territoires étendus et des montagnes fertiles offrent des récompenses abondantes à l'homme intelligent et aux bras qui désirent cultiver et exploiter le pays."

Le Ministre LOOMIS a ensuite pris la parole, s'appuyant sur la grande influence qu'aurait cette entreprise sur l'avenir commercial des deux nations, la considérant comme le pas le plus important qui ait jamais été fait pour l'augmentation des relations commerciales du Nouveau Monde, depuis l'époque de l'expédition du Commodore PERRY au Japon, plaçant ainsi ce pays en communications intimes avec le monde.

NOTE.—Le rapport détaillé du Ministre Loomis, sur les cérémonies faites à l'occasion de l'inauguration de l'Entrepôt d'Echantillons à Caracas, vient d'être reçu du Département d'Etat, et il a été publié en entier dans les premières pages des Rapports Consulaires des Etats-Unis. On regrette beaucoup que le rapport ait été reçu trop tard pour être publié dans le numéro courant du BULLETIN MENSUEL.

SYSTÈME DE TRAMWAYS ÉLECTRIQUES À CARACAS.

Les *Miscellanées Commerciales* dans le BULLETIN du mois de février, contiennent une notice annonçant que la concession qui était accordée en juillet 1896, pour l'installation d'un système de tramways électriques dans la ville Caracas, a été annulée, parce que les concessionnaires n'ont pas rempli les termes du contrat.

Le Bureau a reçu une communication de M. EUGENIO MENDOZA, administrateur de ladite entreprise, dans laquelle il dit que la concession n'a pas été annulée, mais que le 25 octobre 1897, on a accordé une prorogation de quinze ans, se terminant en 1915, avec autorisation d'employer la force électrique.

CULTURE DU CAFÉ DANS LES ILES HAWAÏ.

Les premières pages des Rapports Consulaires des Etats-Unis contiennent un rapport détaillé sur le sujet ci-dessus, écrit par WILLIAM HYWOOD, Consul des Etats-Unis aux Iles HAawaï. Le rapport contient une évaluation des dépenses de la production

caféière dans ces Iles, publié par le Département des Affaires Etrangères. Cette estimation et les observations de M. HAYWOOD ici publiées peuvent être d'intérêt aux personnes engagées dans la production du café dans les contrées de ce continent.

L'estimation suivante est extraite d'une brochure publiée par le Département des Relations Extérieures d'Hawaï. Cette évaluation renferme le coût d'une plantation de 100 acres, dont 75 plantées de café, depuis la première jusqu'à la septième année, quand on suppose que les récoltes dédommageront les dépenses premières et produiront un solde. Cette brochure, publiée en 1896, a dû être basée sur des faits très positifs, mais un examen des entrevues que j'ai eues sur ce sujet ne peuvent manquer de convaincre le lecteur que la production estimée a été obtenue. La seule observation que je désire faire est à propos du salaire accordé au régisseur. On calcule sur un salaire de \$1,200 par an, sans faire aucune prévision pour les dépenses ordinaires de la vie du régisseur. D'abord, je ne crois pas possible qu'on puisse obtenir un régisseur compétent pour \$1,200 par an qui prenne la direction de 75 acres de café et les fasse produire la récolte estimée. Si le propriétaire les administre lui-même la somme spécifiée suffira pour son entretien et l'emploi casuel d'un homme compétent pour surveiller le travail plus important, tel que le plantage, etc. On verra que cette évaluation exige un capital de \$1,200.

Évaluation des dépenses de l'établissement d'une plantation caféière de 75 acres et de son maintien de la 1^{re} à la 7^e année.

PREMIÈRE ANNÉE. -

Achat de 100 acres de terres publiques, à \$10 par acre	\$1,000
Maison du régisseur et réservoir d'eau	600
Logements des ouvriers et réservoir d'eau	350
Défrichage de 50 acres de terrain, à \$20 par acre	1,000
Clôture	300
Achat de 65,000 plantes de café d'un an, à \$5 par mille	325
Alignement, creusage et plantage de 50 acres	600
Salaire du régisseur, un an	1,200
Gages de six Japonais, pour un an, à \$15 par mois	1,080
Achat d'outils et de pépinières	500
	\$6,955

DEUXIÈME ANNÉE.

Salaire du régisseur	1,200
Gages de six Japonais	1,080
Travail en sus, alignement creusage et de plantage de 25 acres	300
Divers	500
	3,080
	10,035

TROISIÈME ANNÉE.

Salaire du régisseur	\$1,200	
Gages de neuf Japonais	1,620	
Bâtiment pour décortiquer et sécher le café	500	
Machine pour décortiquer avec engin et chaudron	500	
Travail en sus pour la cueillette, la décortication et le desséche- ment de 20,000 livres de café (50 acres), à 4 cents par livre	800	
Pour peler, brunir et assortir 20,000 livres de café, à 1 cent la livre	200	
Divers (sacs, fret, etc.)	250	
		\$5,070
		15,105

CRÉDIT.

Par la vente de 20,000 livres de café, à 18 cents	3,600	
		11,505

QUATRIÈME ANNÉE.

Salaire du Régisseur	1,200	
Gages de neuf Japonais	1,620	
Travail en sus pour la cueillette, la décortication et le desséche- ment :		
50,000 livres de café (50 acres), à 4 cents par livre	2,000	
10,000 livres (25 acres) de café de plantes de trois ans . . .	400	
Pour peler, brunir et assortir 60,000 livres, à 1 cent la livre . .	600	
Divers (sacs, fret, etc.)	400	
		6,220
		17,725

CRÉDIT.

Par vente de 60,000 livres de café, à 18 cents	10,800	
		6,925

CONQUIÈME ANNÉE.

Salaire du régisseur	1,200	
Gages de neuf Japonais	1,620	
Cueillette, décortication et desséchement de 60,000 livres de café (50 acres) et 25,000 livres (25 acres), à 4 cents	3,400	
Pour peler, brunir et assortir 85,000 livres, à 1 cent la livre . .	850	
Divers (sacs, frets, etc.)	500	
		7,570
		14,495

CRÉDIT.

Par la vente de 85,000 livres de café, à 18 cents	15,300	
Solde		905

SIXIÈME ANNÉE.

Salaire du régisseur.....	\$1,200
Gages de neuf Japonais	1,620
Cueillette, décortication et desséchement de 75,000 livres de café (50 acres) et 25,000 livres (25 acres), soit 100,000 livres, à 4 cents	4,000
Pour peler, brunir et assortir 100,000 livres, à 1 cent.	1,000
Divers (sacs, fret, etc.)	1,000
	\$8,820

CRÉDIT.

Par la vente de 100,000 livres de café, à 18 cents.	18,000
Solde en faveur de la plantation	10,085

SEPTIÈME ANNÉE.

Salaire du régisseur.....	1,200
Gages de douze Japonais	2,160
Cueillette, décortication et desséchement de 125,000 livres de café, à 4 cents	5,000
Pour peler, brunir et assortir 125,000 livres, à 1 cent.	1,250
Divers (sacs, fret, etc.)	1,200
	10,810

CRÉDIT.

Par la vente de 125,000 livres de café, à 18 cents.	22,500
Solde en faveur de la plantation à la fin de la septième année..	21,775

APPAREILS ÉLECTRIQUES DANS L'AMÉRIQUE LATINE.

Dans cette période du développement de l'électricité sous ses différentes formes, les Etats-Unis ne sont pas en arrière, mais en réalité ils devancent tous les autres pays dans l'introduction de ses manufactures de ce genre, dans toutes les parties du monde. Ce fait se vérifie surtout par rapport aux pays de l'Amérique latine.

Dernièrement, les compagnies engagées dans la manufacture d'appareils électriques ont reçu des commandes pour l'installation d'une fabrique de papier au Brésil, et des fabriques de papier à San Rafael au Mexique. Une fabrique d'une force de 1,000 chevaux, élevée par des capitaux américains à San Ildefonso, dans le voisinage de la Cité de Mexico, sera bientôt inaugurée. En

plus des fabriques indiquées, plusieurs autres ont été et seront établies sous peu au Mexique.

La ville de Valparaiso, Chili, a fait appel à plusieurs compagnies aux Etats-Unis pour des soumissions pour l'établissement d'une fabrique d'éclairage à l'électricité et de la production de force électrique dans cette ville. Ceux à qui ce contrat sera adjugé auront pour \$150,000 pour l'envoi seul de machines électriques.

BANQUE INTERNATIONALE AMÉRICAINE.

Un projet de loi pour la création d'une banque Internationale Pan-Américaine a été soumis à la considération du Congrès des Etats-Unis. Cette entreprise très louable est fortement recommandée par l'Association Nationale des Manufacturiers, et recevra en toute probabilité la sanction du Congrès. Cette entreprise, qui fut le sujet de discussion à une réunion de l'Association Nationale des Manufacturiers, qui a eu lieu récemment à New York, fut approuvée à l'unanimité par cette corporation.

La banque sera établie sur les mêmes bases que les autres banques internationales, comme celles de "The London and River Plate; du Crédit Lyonnais et de la Hongkong and Shanghai Bank of London." Les bureaux principaux seront établis à New York et à Washington, avec succursales dans les principales villes des Républiques de l'Amérique latine. Le capital de la banque sera de \$5,000,000, et conformément au projet, cette somme sera souscrite entièrement par des capitalistes du continent américain.

Comme il n'existe à présent aucune banque américaine, ni dans l'Amérique Centrale, ni dans l'Amérique du Sud, et que le change avec l'étranger ne peut s'effectuer que par l'intermédiaire des villes européennes, il n'est pas difficile de se rendre compte des désavantages contre lesquels le commerce des Etats-Unis avec ces pays a à lutter.

Le rapport, tel qu'il a été soumis au Congrès par le comité chargé de la présentation de ce projet de loi, est le suivant :

Ce comité croit que parmi tous les projets entrepris pour l'extension du commerce inter-américain qui ont été soumis à sa considération, il n'existe aucun qui ait plus d'importance fondamentale que celui ayant pour but l'établissement

d'une banque internationale américaine, et qu'en effet l'avenir des relations commerciales entre l'Amérique du Nord, du Sud et du Centre, dépendra autant du développement et de l'établissement de banques internationales que de toute autre condition. C'est l'opinion de ce comité que la question du change international vient tout de suite après la question de transport, si elle lui est inférieure.

MISSION ANGLAISE SPÉCIALE DANS L'AMÉRIQUE DU SUD.

On a parlé dans le BULLETIN MENSUEL du mois de février d'une commission qui, agissant sous les auspices du gouvernement anglais, devait être envoyée dans l'Amérique du Sud pour examiner les conditions commerciales existant dans les différentes contrées, en vue d'augmenter davantage le commerce anglais.

L'Honorable M. HENRY L. WILSON, Ministre des Etats-Unis au Chili, a envoyé récemment au bureau une communication annonçant que M. GEORGE WORTHINGTON, un des membres de la Mission, venait d'arriver et qu'il était au Chili.

M. WILSON dit aussi que les instructions données à ce délégué sont très étendues et qu'il doit faire des études soignées sur les conditions commerciales du Chili, et sur les usages et les goûts des habitants des autres pays importants de l'Amérique du Sud, ainsi que sur les prix courants, les facilités de transport et autres sujets de ce genre. On lui a aussi donné des instructions pour opérer des changements et des améliorations dans les méthodes commerciales de l'Angleterre qui lui sembleront propices à augmenter son commerce avec ces pays. L'importance qu'on attache à cette Mission et l'autorité dont elle est revêtue, témoignent des efforts actifs que l'on fait pour l'extension commerciale de l'Angleterre avec l'Amérique du Sud.

LES INDUSTRIES TEXTILES DANS L'AMÉRIQUE ESPAGNOLE.

Les informations publiées ci-dessous, relatives aux industries textiles de l'Amérique du Sud et du Mexique, de même qu'aux importations de cette classe dans les différentes contrées, ont été compilées (sur la demande d'un Journal de commerce à Charlotte,

S. C.) par le Bureau du Commerce Extérieur du Département d'Etat qui en a envoyé un exemplaire au Bureau des Républiques Américaines.

MEXIQUE.

D'après "Les Finances des Etats-Unis Mexicains," par Prosper Gloner, Berlin, 1896, il existait au Mexique, à l'époque de la compilation de ces statistiques, 98 filatures de cotonnades, et 28 filatures de lainages, représentant en machines et en bâtiments une valeur de \$17,392,786 (argent mexicain). Ces filatures employaient 21,963 ouvriers et 370,570 fuseaux, et 12,451 métiers de tisserands étaient en opération. La production annuelle s'élevait à 3,890,300 pièces de toile de coton blanche commune; à 2,077,825 pièces de percale, de mousseline, etc.; à 188,500 couvertures de lit et à 322,975 tapis, etc. Il y a à Orizaba une grande filature de chanvre.

En 1896, les importations du Mexique étaient comme suit: l'Angleterre, £814,397; l'Allemagne, \$951,524; la France, \$1,610,600; la Belgique, \$14,282; les Etats-Unis, \$814,094.

COLOMBIE.

On rapporte dans l'Annuaire du Commerce, publié par le Bureau des Républiques Américaines, que dans le Département de Cauca on fabrique des cotonnades et des lainages ordinaires, de même que dans les départements de Cundimarca, de Boyaca, d'Antioquia et de Bolivar. Dans Santander on fabrique des quantités considérables de mouchoirs, de couvertures de lit en coton, de serviettes, de hamacs, de sacs en chanvre, etc.

Les importations de tissus en 1896 étaient: L'Angleterre, £1,041,838; la France, \$1,439,000; les Etats-Unis, \$169,941. Il n'y a aucun rapport sur le commerce avec l'Allemagne et la Belgique.

VENEZUELA.

Les importations de plantes textiles pour le Venezuela en 1896 étaient: L'Angleterre, £654,967; l'Allemagne, \$487,662; la France, \$85,499; les Etats-Unis, \$702,541. On ne peut obtenir aucun rapport sur les manufactures locales.

BRÉSIL.

M. le Ministre THOMPSON, dans un rapport publié dans les "Relations Commerciales," 1895-96, dit qu'il y a de nombreuses filatures de coton dans le pays qui fabriquent des cotonnades ordinaires. Il y en a plusieurs à Petropolis. La filature de Cachoeira dans l'Alagoas, qui existe depuis trois ans, a payé la première année un dividende de 48 pour cent; la seconde année elle a payé 50 pour cent et la troisième 40 pour cent. Elle emploie 480 tisserands et a produit l'année dernière 122,783 pièces de toile de coton. Les machines ont coûté 364,445 milreis (ou \$72,889 en basant la valeur du milreis à 20 cents); les bâtiments pour la filature, 192,000 milreis, et divers 17,378 milreis. L'entreprise est protégée par un droit d'exportation sur le coton brut, et par des droits d'importation élevés sur les cotonnades.

Les statistiques suivantes d'importations de plantes textiles (pour 1893) sont extraites de l'Annuaire du Commerce et des statistiques officielles allemandes:

Valeur des importations provenant des pays ci-dessous :

Angleterre	\$20,100,210
Etats-Unis.....	1,512,248
France	3,103,171
Allemagne	5,150,600

URUGUAY.

Les importations de plantes textiles dans l'Uruguay en 1896 étaient: Angleterre, £314,551; Allemagne, \$870,128; France, \$458,200; Belgique, \$59,863; Etats-Unis, \$179,858. Il n'y a pas de rapport sur les filatures nationales.

RÉPUBLIQUE ARGENTINE.

Dans un rapport de Buenos Ayres, publié dans les Rapports Consulaires pour le mois d'avril 1896, le consul dit que les industries textiles sont encore à peine établies dans le pays. Il n'y a qu'une seule grande filature de lainages à Buenos Ayres qui manufacture des couvertures, des flanelles, et des draps pour vêtements de soldats. Il y a plusieurs établissements pour la production d'articles en tricot. La valeur des importations annuelles en tissus de laine, de coton et de fil s'élève à une moyenne de \$30,000,000.

Un rapport du Ministre BUCHANAN (Rapports Consulaires, avril 1897) fournit les chiffres suivants sur les importations de plantes textiles en 1896, provenant de pays étrangers (en kilos de 2.2046 livres), les valeurs étant données ci-dessous :

	Kilos.	Valeurs.
Etats-Unis.....	616, 724	\$316, 896
Royaume Uni.....	12, 644, 750	£3, 016, 290
Allemagne.....	1, 635, 240	\$2, 938, 602
France.....	1, 263, 890	\$3, 352, 796
Belgique.....	1, 113, 430	\$970, 796
Italie.....	1, 991, 823	.....

Ces valeurs ont été trouvées dans les statistiques officielles des différentes contrées, à l'exception de l'Italie.

PARAGUAY.

Les importations en 1896 étaient : Angleterre, £3,481 ; Allemagne, \$28,610. Aucune importation de France et des Etats-Unis.

CHILI.

Les importations de plantes textiles de l'Angleterre en 1895 étaient évaluées à £700,000 environ ; celles des Etats-Unis à \$682,542 ; celles d'Allemagne à \$2,832,200 ; de Belgique (1896) à \$150,400 ; de la France (1896) à \$1,216,200. On ne peut obtenir aucun rapport sur les manufactures nationales.

BOLIVIE.

L'Annuaire du Commerce, ci-dessus cité, estime la valeur des importations de plantes textiles, passant par la douane de La Paz, en 1895, à \$218,381. Les importations de plantes textiles par le port de Mollendo, Pérou, s'élevèrent à 366,977 kilogrammes. Les importations par le port d'Antofagasta, Chili, s'élevèrent à 2.820,713 kilos ; par Tupiza, à \$5,440. Il n'y a pas de rapport sur les industries textiles nationales. Les importations de cotonnades des Etats-Unis s'élevèrent à \$2,000 en 1896. Les importations de plantes textiles d'Allemagne pour la même année furent évaluées à \$187,733. Les importations de la Grande Bretagne, de la Belgique et de la France ne sont pas données dans les statistiques officielles de ces contrées.

PÉROU.

Un rapport consulaire belge dit qu'il y a deux filatures de coton au Pérou. La Peruvian Cotton Manufacturing Co., Ltd., à Vitarte, a un capital de £130,000 et fut fondée en 1847. Elle fabrique des toiles écruës, et produit annuellement 2,500,000 mètres. La Fábrica de Tejidos de Algodón est située à Ica, avec un capital de £10,000, et fabrique aussi des toiles écruës. Il y a trois filatures de lainages; celles de Santa Catalina, à Lis; de Lucre, à Cuzco, et celle d'Urcon, dans le Département d'Ancachs.

En 1896, les importations de plantes textiles étaient: Angleterre, £687,354; Allemagne, \$994,462; Belgique, \$14,362; France, \$63,400; Etats-Unis, \$141,86

EQUATEUR.

Les cotonnades, dit l'Annuaire du Commerce, sont tissées dans des maisons particulières ou dans de petits ateliers. A Chillo, il y a une petite filature de drap. En 1895, les importations de textiles étaient: Angleterre, £284,684; Allemagne, \$235,858; France, \$7,070; Etats-Unis, \$53,000.

MISCELLANÉES COMMERCIALES.

RÉPUBLIQUE ARGENTINE.

Construction de Chemins
de Fer.

On apprend par les statistiques officielles que pendant l'année 1897 il a été ouvert au trafic dans la République Argentine, 588 milles de chemin de fer, comparativement à 70 milles seulement en 1896, et à 304 milles en 1895. Des lignes terminées en 1894, quarante-cinq seulement furent à voie étroite. L'activité constatée dans la construction pendant l'année se borne presque entièrement aux provinces australes. La ville de Buenos Ayres a actuellement en opération, 240 milles de lignes de tramways.

L'industrie du Québracho.

Les tanneurs des Etats-Unis n'apprécient pas la valeur du québracho comme on l'apprécie en Europe, où il est employé systématiquement par un grand nombre de tanneurs. Le québracho pousse le plus abondamment dans l'Argentine; des quantités considérables sont aussi trouvées dans le Paraguay. Son importance comme article d'exportation augmente d'année en année, à cause de sa valeur reconnue par le commerce comme ingrédient pour mélanger avec d'autres dissolutions employées dans la tannerie. La proportion de sa propriété pour la tannerie, en comparaison avec l'écorce de

chêne, est la suivante : québracho, 12 pour cent ; écorce de chêne, 10 pour cent. La principale dépense qu'occasionne ce bois est pour l'abatage et le transport jusqu'au point de départ. Comme ce bois est le plus dur de tous, l'abatage nécessite l'emploi d'outils d'une qualité spéciale. Quand ce bois est employé pour la tannerie, il est coupé en blocs de cinq ou six pieds de longueur et ensuite recoupé, avec une scie circulaire, en pièces de trois pouces d'épaisseur. Ces sections sont placées dans une machine pourvue d'une plaque en acier, garnie de nombreuses dents, et qui tourne avec une grande rapidité, convertissant le québracho en une espèce de bran de scie, forme sous laquelle il est employé dans la tannerie.

BRÉSIL.

Commerce Direct avec
l'Italie.

La Chambre de Commerce de Milan, par suite de l'action prise par les Etats-Unis, la Grande-Bretagne et par d'autres pays, fait des efforts pour augmenter le commerce direct entre l'Italie et le Brésil et les autres pays de l'Amérique du Sud. On apprend par le "Moniteur Officiel du Commerce" (Paris) du 13 février, que M. MALDIFANI, Directeur du Musée Commercial de Milan, sera envoyé au Brésil pour étudier les meilleurs moyens de faire l'exportation directe de marchandises, au lieu de *via* Paris et Hambourg, comme elles arrivent à présent.

Ligne de Démarcation entre
le Brésil et la Guyane Fran-
çaise.

Pendant le mois de février dernier, la Chambre française nomma une commission pour examiner un traité approuvé et conclu le 10 avril 1897, entre le gouvernement français et le gouvernement du Brésil, ayant pour objet la détermination finale par l'arbitrage, de la ligne de démarcation entre la République du Brésil et la Guyane française. Le personnel de la Commission est le suivant : M. le Comte de LANJUINAIS, MM. FLEURY-BAVARIN, ISAMBARD, THÉOPHILE GOUJON, DELONCLE, ISAAC, SIBILLE, LE MYRE DE VILERS, FLOURENS, LEMOIGNE, et AUDIFRED. M. LE MYRE DE VILERS a été choisi président de la Commission, et M. ISAAC, secrétaire.

Droit de Phare et de Docks.

Aux termes d'une disposition inscrite dans la loi budgétaire pour 1898, tous les vaisseaux entrant dans les ports brésiliens devront acquitter en or les droits de phare et de dock, au lieu de, comme autrefois, en monnaie locale. La taxe additionnelle de 10 pour cent perçue jusqu'ici sur tous les vaisseaux ne sera plus exigée que des bâtiments étrangers.

Droit sur les Dividendes de
Banques, etc.

Conformément au décret du 24 décembre 1897, la taxe de $2\frac{1}{2}$ pour cent perçue sur les dividendes des banques, compagnies et sociétés anonymes ayant un siège au Brésil, s'applique non seulement aux établissements ayant leur siège dans la capitale fédérale, mais à tous ces établissements qui se trouvent au Brésil.

CHILI.

Manufacture Textile.

Le Président de la République a promulgué, sous date du 3 janvier 1898, un décret voté récemment par le Congrès National, par lequel les cotons filés et les instruments et machines nécessaires

à leur manufacture sont admis en franchise de droits. Cette loi qui a pour objet le développement de l'industrie textile restera en vigueur jusqu'à 1920.

Expédition de Charbon et de Coke Américains. Le journal "The Manufacturer," publié à Philadelphie, dans son numéro du 5 mars 1898, dit qu'une barque en acier partit récemment de Baltimore pour Coquimbo, chargée d'une cargaison de charbon et de coke. Le coke est destiné à l'usage des hauts fourneaux pour la fonte du cuivre et de l'argent dans le voisinage de Coquimbo. On dit que c'est la première cargaison de cette classe qui soit jamais partie de Baltimore à destination d'un port chilien. Les houillères du Chili austral sont très vastes et ont été travaillées sur une échelle considérable pendant plusieurs années, mais malgré ceci la plus grande partie du charbon est importée de l'Angleterre et de l'Australie en bateaux qui viennent chercher dans ces pays, des cargaisons pour le voyage du retour. Le charbon chilien est bitumineux et propre au chauffage des vapeurs océaniques, aux chemins de fer, aux fabriques, et même à la manufacture du gaz. Le manque de travailleurs compétents du pays a empêché grandement l'exploitation de ce produit. De nombreuses tentatives ont été faites pour l'importation de mineurs européens pour l'exploitation des mines, mais ces tentatives n'ont pas été heureuses, le labeur étranger étant trouvé bien plus cher que celui des indigènes.

Développement de Magallanes. Selon le rapport fait par le Señor GUERRERO, qui fut envoyé par le Gouvernement du Chili pour faire un rapport sur les conditions commerciales existantes dans le territoire de Magallanes, on constate qu'un développement remarquable a eu lieu dans cette partie reculée de la République. Le développement commercial commença en 1877 avec l'introduction dans le pays de moutons des Iles Falkland. Le Señor BACUÑAN évalue le bétail et les améliorations dans le territoire de la façon suivante: Bétail, \$615,360; chevaux, \$366,520; moutons, \$4,557,830; fil de fer pour clôture, \$777,374; bâtiments, \$1,250,458; et établissements industriels, \$133,000. Les exportations de laine en 1896 s'élevèrent à 3,205,663 livres. A la même année 70,000 moutons gelés furent exportés, et il est avéré par une autorité digne de foi, que cette dernière industrie promet un développement important et avantageux.

Règlements Relatifs aux Factures Consulaires et aux Connaissements. Le Consul CAPLES à Valparaíso transmet au Département d'Etat, sous date du 29 janvier 1898, les règlements suivants relatifs aux factures consulaires et aux connaissances réglant les marchandises à destination des ports chiliens:

(1) Les connaissances de vaisseaux arrivant aux ports de la République devront être certifiés par les consuls chiliens aux ports d'embarquement.

(2) Quand les manifestes détaillés seront présentés aux douanes, ils devront être accompagnés de factures consulaires dans lesquelles les marchandises doivent être indiquées en détail, certifiées par les consuls chiliens respectifs, ou par manque de ceux-ci, par un consul d'une nation amie.

Les consuls devront transmettre par le premier courrier au chef des Douanes à Valparaíso, une copie des factures consulaires certifiées.

(3) L'omission, dans chacun des documents mentionnés dans les articles précédents, du certificat consulaire sera punie d'une amende s'élevant à trois fois la

valeur du tarif établi par la loi consulaire du 4 mars 1897, article vingt, et sera perçue par la douane.

(4) Cet acte entrera en vigueur trois mois après la promulgation pour les consulats sud-américains, et six mois pour tous les autres.

COSTA RICA.

Notes Industrielles.

La Ligne de Bateaux à Vapeur de Costa Rica, qui fait le service entre la Nouvelle Orléans et Limon, a été beaucoup améliorée par l'acquisition de deux grands nouveaux navires, *Alps* et *Andes*. Ces navires portent le drapeau anglais et feront tous les vendredis un service hebdomadaire de la Nouvelle Orléans et de Limon, réciproquement.

La Compagnie de Force Motrice et d'Eclairage Electriques, ayant été établie à Londres au capital de £130,000, le "Journal Commercial de New York" dit, dans son numéro du 4 avril, que, d'après les informations reçues, on établira l'électricité dans cette République pour l'appliquer à toutes les affaires en général. La compagnie se propose de faire construire plusieurs petits chemins de fer et d'installer la lumière électrique, ainsi que la force motrice. On ne peut obtenir d'autres informations en ce moment parce que les conditions de l'entreprise ont été seulement arrêtées le 10 du mois dernier. Par suite de la proximité de Costa Rica et des Etats-Unis, on croit que la compagnie achètera sur ce marché la plupart des matériaux dont elle aura besoin. Un autre avantage en faveur des fabricants américains de machines et d'accessoires électriques est le bas prix de ces produits, ainsi que la bonne qualité et la réputation dont ils jouissent. On a déjà établi dans Costa Rica trois usines pour la production de l'électricité, et le principal établissement s'est réuni à la Compagnie d'Eclairage et de Force Motrice Électriques.

Conformément aux informations publiées par le journal "London Financial News," les fonds exigés pour l'amortissement du service de la dette extérieure de Costa Rica ont été placés au crédit du gouvernement à Londres depuis le mois de février dernier, et le paiement de l'intérêt dû, le 1er avril, a été promptement fait.

GUATÉMALA.

Récolte Cafetière.

M. BEAUPRÉ, consul général au Guatémala, donne l'information satisfaisante, dans un rapport du 5 mars 1898, que l'industrie et le commerce au Guatémala se rétablissent. La récolte cafetière sera bien plus grande qu'on ne s'y attendait et les prix de cette denrée sont en hausse. Les cargaisons de café expédiées des ports jusqu'aujourd'hui, montrent en moyenne, une augmentation considérable sur celles pour la même, période de l'année dernière. L'importance de cette récolte et la hausse en prix assurent l'amélioration de la condition financière de cette République.

MEXIQUE.

Salle d'Échantillons.

Le Consul des Etats-Unis, M. MAGILL, informe le Département d'Etat, sous date du 20 janvier 1898, qu'il y a dans le Consulat à Tampico une salle qui pourrait servir à l'exposition

d'échantillons de marchandises vendables dans les marchés du Mexique, tels que céréales, savons, coutellerie, papier à écrire ou autres articles de maniement facile. "Si les fabricants désirent en profiter," écrit Mr. MAGILL, "Je prendrai plaisir à inviter les commerçants de l'endroit à venir examiner les produits et j'expliquerai de mon mieux leurs bonnes qualités. Naturellement, les dépenses de fret et d'expédition devront être payées au port d'envoi." Le Département d'Etat a donné son approbation à l'idée du consul MAGILL, et a autorisé sa mise en exécution autant que possible, pourvu toutefois que tous les frais soient payés par les expéditeurs d'échantillons et qu'aucune dépense ne soit encourue par le Consulat. En vue du projet de l'Association Nationale des Manufacturiers d'établir au Mexique, aussi bien qu'ailleurs, des entrepôts permanents pour l'exposition des manufactures et des produits américains, le plan proposé par le Consul MAGILL devrait se recommander aux commerçants des Etats-Unis, comme travail préliminaire de l'Association.

Dépôts d'Étain.

Un correspondant écrivant du Mexique au Journal "Ressources des Pays Modernes," informe qu'il existe dans plusieurs endroits de cette République des dépôts considérables d'étain, le plus souvent de la qualité de Cornwall. Ces dépôts se trouvent dans les Etats de Guanajuato, de San Luis Potosi et de Sonora. Dans l'état de San Luis Potosi, les roches de granit au sommet des montagnes de la Sierra de la Estañera, dans le district minier de Comanja, renferment du minéral d'étain en abondance, très riche qui, en certains cas, selon le correspondant, rapporte de 70 à 75 pour cent de métal. Dans l'Etat de Durango, ce métal est aussi trouvé en quantités considérables qui, avec le traitement nécessaire, ne pourra manquer de rapporter des bénéfices considérables, les minéraux donnant de 35 à 75 pour cent de métal, le plus généralement sous formes d'oxydes.

Commerce en Bois d'Acajou.

Un correspondant au "Furniture Worker," journal publié à Cincinnati et à Chicago, écrit que par suite de la demande de meubles de luxe, plus chers que ceux exigés dans le passé, la vente du bois d'acajou est augmentée proportionnellement. Une excellente qualité de ce bois est obtenue de Mexico, de Lagano et de Tabasco. Les forêts y sont très épaisses et le bois d'acajou s'y trouve en abondance. Le bois de Mexico est susceptible d'un très beau poli et l'on en fabrique les plus beaux meubles qui se trouvent actuellement dans les marchés. Avant l'insurrection dans l'île de Cuba, le bois d'acajou dur, tel qu'on se sert pour les bascules de chaises, venait de cette île, mais aujourd'hui on l'obtient de Santa Ana (Mexique), et qui prouve un bon remplaçant de l'article cubain. Il y a à présent, dans les marchés de Londres, une grande demande de ce bois, et les prix que l'on en réalise sont très hauts. Depuis le mois de juin 1896, les arrivages de blocs d'acajou ont été les suivants: 2,412 du Honduras; 200 du Nicaragua; 492 de Tabasco; 852 de l'Afrique, et 869 de Cuba.

Inauguration d'une Nouvelle Voie Ferrée.

M. le Consul CHARLES W. KINDRICK informe le Département d'Etat, sous date de Ciudad Juarez, le 25 janvier 1898, de l'inauguration officielle du chemin de fer de Rio Grande, de Sierra Madre et du Pacifique. La longueur de la ligne actuellement en opération est de 150 milles, à partir la Cité de Juarez, jusqu'aux Casas Grandes, dans

l'Etat de Chihuahua. On propose de continuer la ligne jusqu'à un point situé sur le Golfe de Californie, dans l'Etat de Sonora. L'idée est venue, il y a quelques années, d'un groupe de capitalistes des Etats-Unis qui en sont les plus grands actionnaires. Cette ligne ouvre à l'exploitation une section riche en ressources minérales et autres, qui était jusqu'ici presque inaccessible. Selon le Consul KINDRICK, l'exploitation des forêts des montagnes de la Sierra Madre est encore dans son enfance; ces forêts, qui sont capables d'un développement immense, ne fournissent aujourd'hui que juste assez de bois pour suppléer aux demandes des marchés domestiques. Le district qui entretient la ligne produit annuellement 100,000 têtes de bétail.

PARAGUAY.

Demande de Machines pour la Décortication.

Dans un rapport récent transmis au "Foreign Office," le Consul anglais à Asunción, Paraguay, appelle l'attention sur la demande au Paraguay de machines pour la décortication. Il se trouve dans ce pays une variété de plantes textiles indigènes qui ne demandent que la préparation nécessaire pour être transformées en denrées commerciales. Le Caraqueta, une espèce d'ananas sauvage en est une; il pousse profusément mais ne reçoit aucune culture. On peut en dire autant de la ramie. La culture de cette dernière plante a été abandonnée à cause du manque de machines améliorées pour son développement, bien qu'elle pousse abondamment au Paraguay.

PÉROU.

Produits des Etats-Unis.

Le Consul DICKEY écrit de Callao, sous date du 12 janvier 1898, que les principaux articles importés des Etats-Unis au Pérou sont: Pétrole raffiné, bois de charpente, traverses de chemin de fer, machines (agricoles et pour l'exploitation minière), huiles, lard, eaux de Floride, couleurs, cordages, térébenthine, verrerie, résine, graisses, outils, machines à coudre et quelques bicyclettes. Les exportations principales de la côte occidentale sont le bois de pin et les traverses de chemin de fer, mais le consul fait mention de l'arrivée au mois d'octobre 1897, d'une cargaison de blé, expédiée de San Francisco, s'élevant à 125,358 boisseaux. C'est le seul envoi de blé des Etats-Unis au Pérou pendant ces quatre dernières années, le Chili étant le principal pays exportateur aux marchés péruviens. Le montant des importations de blé chilien au Pérou pendant l'année 1897 s'éleva à 22,613,723 kilogrammes. La première chose que doivent faire les Etats-Unis pour s'attirer le commerce du Pérou et des autres contrées de l'Amérique du Sud et du Centre situées sur le littoral du Pacifique, est, selon Mr. DICKEY, d'établir une ligne de bateaux à vapeur rapides partant de San Francisco.

URUGUAY.

Conditions Commerciales.

Sous date du 4 février 1898, M. SWALM, consul des Etats-Unis à Montévidéo, écrit que, selon les meilleures informations, on estime que la tonte pour cette saison-ci, s'élèvera à 90,000 ballots,

dont 70,000 ont été presque entièrement expédiés aux marchés européens; 10,000 ballots sont encore emmagasinés et les 10,000 ballots restants sont invendus. La boucherie des animaux jusqu'au 3 février était la suivante :

Nombre d'abattus, jusqu'à cette date.....	101, 261
Nombre d'abattus, même période de 1897.....	162, 882
Nombre d'abattus, même période de 1896.....	137, 002

Le Consul SWALM rapporte que la récolte de blé a été la meilleure depuis plusieurs années et que l'exportation aux marchés continentaux vient de commencer.

VENEZUELA.

Le Consul des Etats-Unis à Puerto Cabello écrit que les importations de bière au Venezuela s'élèvent à un chiffre purement nominal, et cesseront entièrement dans peu de temps à cause de l'établissement récent de brasseries à Caracas, à Puerto Cabello et à Maracaïbo. Des quantités considérables de bière étaient autrefois importées des Etats-Unis, de l'Angleterre, et d'Allemagne. A Puerto Cabello on a construit une brasserie, ayant une capacité pour la fabrication de 2,642 gallons par jour, montée avec des machines les plus améliorées, qui fabrique une bière de qualité excellente. La fabrique a coûté environ 200,000 de dollars et appartient entièrement à des capitalistes allemands. Le Brésil s'est aussi engagé dans cette industrie; une société anonyme allemande au capital de 3,500,000 de dollars ayant été organisée à Puerto Allegre, Rio Grande do Sul, ayant pour objet l'établissement de brasseries.

PRODUCTION VITICOLE DANS LES RÉPUBLIQUES AMÉRICAINES.

Les données suivantes, relativement à la production viticole dans les différentes contrées du continent américain, sont extraites d'un rapport publié dans un récent numéro du "Moniteur Viticole," sur la production viticole du monde entier en 1897, avec les chiffres correspondants pour 1896 :

	Gallons.	
	1897.	1896.
Etats-Unis.....	25, 234, 000	14, 960, 000
Mexique	1, 320, 000	1, 546, 000
République Argentine.....	31, 680, 000	34, 980, 000
Chili	61, 600, 000	37, 460, 000
Brésil	8, 580, 000	10, 450, 000

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TRADE RELATIONS IN AMERICA.—XI.*

INTERNAL RESOURCES OF THE NORTHERN PART OF SOUTH AMERICA.

The territorial resources of the West Indies having been considered in the MONTHLY BULLETIN for April, the study of the resources of those countries composing the northern part of South America, i. e., the Republics of Colombia and of Venezuela, the European possessions in Guiana, the Dutch island of Curaçao, and the British colony of Trinidad would naturally follow.

From a geographical point of view, since the Isthmus of Panama serves as a connecting link between Central and South America, the Republic of Colombia, with its great Atlantic shore line, its coast bathed by the Pacific, and its ports of Colon and Panama on the two oceans, merits special attention. As is the case with most of the Spanish-American countries, the population of Colombia is not in keeping with its territorial extent. Rich in agricultural products and minerals, its export trade is confined solely to the exchange of these for the products of industry, which it receives principally from France, England, the United States, Germany, Spain, and Italy.

* The first article of this series, by the late JOSEPH P. SMITH, Director, was published in the MONTHLY BULLETIN for July, 1897. The series will be continued by various contributors on the lines laid down by Mr. SMITH.

Notwithstanding the mountainous condition of the country, which prevents the development of internal communication, Colombia has succeeded in establishing fluvial navigation principally by the Magdalena River, and by several lines of railroad at present in operation, such as the railway from Colon to Panama, uniting the Atlantic and the Pacific, 47 miles in length; the railroad from Santa Marta to Sabanilla, called Puerto Colombia, 46 miles long, which will be extended to Heredia, on the Magdalena; that from Barranquilla to Sabanilla, 16 miles; from Cartagena to Calamar, 65 miles; the Cauca Railway, from Buenaventura to San José, 21 miles, which it is proposed to extend to Cali, 64 miles; the Antioquia line, from Puerto Barrio to Monos, 32 miles, which will be extended to Medellin, 91 miles; that from Yeguas to Honda, 15 miles, which it is expected will be carried to La Maria, 7 miles; the Sabana Railway, from Facativá to Bogotá, 24 miles; the Girardot line, from this point to Juntas de Apulo, 24 miles, which will be carried to Madrid, 48 miles farther; the Cucuta line, from this place to Puerto Villa Mizar, on the Zulia River, 34 miles, which it is expected will be extended to the border of Venezuela; and the Northern Railway, from Bogotá to Zipaquirá, 31 miles. Of these lines, the Cartagena, Panama, and Cauca are owned in the United States; the Northern line and the Girardot are national; the Antioquia line belongs to the Department of that name; the Sabaná and the Cucuta roads are Colombian, and the rest are English.

The principal ports of the Republic are: on the Atlantic, Rio Hacha, Santa Marta, Sabanilla or Puerto Colombia, and Cartagena; on the Pacific, Buenaventura and Túmaco; and on the Isthmus, Colón and Panama. These latter are free ports through which the greater part of the commerce of the eastern coast of the United States with the western coast of Central and South America is carried on. The following lines of steamers touch at the ports of Colombia: At Colón, the Panama Railroad Steamship Line from New York, the Royal Mail, the Compagnie Générale Transatlantique, the West Indies and Pacific, and the Harrison, which touch at New Orleans; the Hamburg American, the Transatlántica Española, from New York, and the Veloce. The steamers of the South American Steamship Company, the North American Navigation Company, and the Pacific Mail

Steamship Company touch at Panama. The first two lines ply between Panama and the Pacific coast of South America, and the others between San Francisco, Cal., and Panama, touching at ports of Mexico and Central America. The following lines run to other ports: The Barranquilla Steamship Company, plying between New York and Barranquilla, returning via Cartagena; the Atlas Line, which, plying between New York and Sabanilla, touches at Cartagena on the return trips; the West Indian and Pacific, sailing between Liverpool and Puerto Colombia, and thence to New Orleans by way of Colón and Cartagena; the Harrison Line, having the same itinerary; the Transatlántica Española, from New York to Puerto Colombia, touching at Cartagena, Colón, and Havana; the Compagnie Générale Transatlantique, the Royal Mail, the Veloce, and the Hamburg American Line.

Trade with places having no railroad facilities is carried on over wagon roads and bridle paths, a circumstance which should always be taken into account and never lost sight of by shippers in packing their goods. Considering the necessity of crossing the Andes, which run through the entire country, it is easy to comprehend that the methods of putting up merchandise should conform to the transportation facilities; that the goods should be sent in small packages, of relatively little weight, securely packed, so that they may be easily transported on mules or in wagons.

The principal products of Colombia are coffee, which grows in abundance, and which is generally known in the American market as "Sabanilla;" cacao, sugar cane, bananas of all kinds, cotton, indigo, tobacco, vanilla, fruits of all kinds, building and cabinet woods, vegetable ivory, dyewoods and medicinal plants, fibers, etc.; gold, silver, emeralds, iron, petroleum, and many other minerals. As regards industries, the few that exist are only of local importance and barely produce sufficiently for local consumption.

The trade of Colombia through the port of Barranquilla for the year ending December 31, 1896, according to the report of the United States Consul at that port, Mr. JOHN BIDLAKE, reached the figures following:

Imports.....	\$8, 370, 993
Exports.....	9, 644, 398

Great Britain, the largest exporter to Colombia, figures in the list with \$3,396,223; then follow in regular order the United States, with \$1,751,991; Germany, with \$1,719,163; France, with \$1,502,583, and then Spain and Italy. Colombia's exports to Europe were to the value of \$7,286,659, and to the United States, \$2,357,739. These figures refer only to the port of Barranquilla. Mr. VICTOR VIFQUAIN, United States consul at Panama, in a report dated September 13, 1896, published in the "Commercial Relations of the United States," 1895-96, says that from the meager data available, as nearly as he can judge, the value of importations into the Department of Panama is about \$2,250,000 per annum at the ports of Panama, Colon, and Bocas del Toro. The imports are made up almost entirely of manufactured products. All the flour and lumber come from the United States. The United States occupies the first place in the list of nations exporting to the Isthmus; next follow England, Germany, France, China, Japan, Italy, and Spain. In a supplementary report, dated December 4, 1896, the same consul, upon sending several statistical tables, says: "The Panama table shows that about one-third of the imports come from the United States; the same holds good for Colon, while Bocas del Toro receives all of its imports from the United States. This latter place sends practically everything to the United States, and Colon nearly three-fifths thereto. About one-half of the exports of Panama go to the same country."

The internal resources of Venezuela are incalculable, and her geographical position, situated as she is in the center of the northern part of the South American continent, peculiarly adapts her to the establishment of a closer trade with the United States. The Caribbean Sea bathes her extensive coast, and all the ports through which her foreign commerce is carried on are located thereon. La Guaira is the principal port of the Republic, with a magnificent breakwater to which vessels moor; Puerto Cabello, Carúpano, Cumaná, Guanta, Maracaibo, on the lake of the same name, through which all the transit trade of the interior of Colombia is carried on; La Vela de Coro and Ciudad Bolivar, on the Orinoco, the most important river in Venezuela and the second in rank in South America, navigable for many miles and communicating with the Amazon. The only line of United States steamships engaged in the commerce between New York and

South American ports is the Red D Line, the steamers of which leave New York every ten days for La Guaira and Puerto Cabello direct, calling at Curaçao, and carrying passengers and freight for the said ports and for transshipment to Maracaibo and Coro. One of the ships of this line makes direct trips once a month from New York to Maracaibo and Coro. The Spanish Transatlantic Line, leaving New York once a month, after touching at the Island of Cuba, proceeds to Puerto Cabello and La Guaira. The Dutch Line, which also calls at several ports of the Antilles, goes thence to La Guaira, Puerto Cabello, Carúpano, Cumaná, and Guanta, carrying goods for Ciudad Bolivar, Caño Colorado, and Guiria, which are transshipped at Trinidad. The other steamship lines calling at the ports of Venezuela are the French Transatlantic, the Hamburg-American, the Spanish Transatlantic, the Royal Mail, and the Veloce. The West India and Pacific, the Harrison Line, and the Prince Line, after touching at Barbados, Trinidad, La Guaira, and Puerto Cabello, call at Curaçao, at Colombian ports, and on the return trip often at New Orleans.

The topographical conditions of Venezuela have been a drawback to the development of its means of internal communication. Like all countries which are traversed by the Andes, the difficulties in the way of interior trade depend on the obstacles to be overcome.

Lack of labor and capital, on the one hand, and on the other the natural wealth of the countries lying in the Torrid Zone, their fertility, their immense areas still uncultivated, covered with a wealth of forest of exuberant vegetation, will be the principal causes of their slow progress until population increases, bringing with it necessities almost unknown.

Notwithstanding these conditions, common to almost the whole of Spanish America, Venezuela has at this time in operation the following railroads: The line from La Guaira to Caracas, one of the most noteworthy engineering works in Spanish America, uniting the capital with the principal port of the Republic; the Gran Ferrocarril de Venezuela starts from the capital and, after crossing the rich valleys of Aragua, terminates at Valencia, capital of the State of Carabobo, where it joins the railroad from Valencia to Puerto Cabello, placing it in communication with that port; the

Central Railroad of Venezuela, which also starts from Caracas and goes eastward, eventually reaching the rich producing centers of Santa Lucia; the line from Caracas to Valle; the Bolivar Railroad, from Tucacas to Barquisimeto, which, by means of small steamers, connects at Tucacas with Puerto Cabello; the Barquisimeto line, running southwesterly; the line from Ceiba to Valera; that from Santa Barbara to Vija; that from Encontrados to Fría; that from Carenero to San José; from Guanta to Barcelona; from Maiquetía to Macuto, and several projected lines. There are besides many wagon roads and mule paths.

Agriculture and stock raising constitute the principal wealth of Venezuela. The diversity of its climate, the fruitfulness of its soil watered by innumerable rivers, its immense plains constantly covered with abundant pasture, await only the impulse of capital and labor to produce the most gratifying results. The principal agricultural products are coffee, cacao, tonka beans, rubber, sugar, tobacco, indigo, and whatever the tropical zone produces. Its cattle resources are very great, and the want of proper means of communication with the interior of the country is all that has prevented its development. In spite of this, Venezuela supplies nearly all the Antilles nearest its coast and the Guianas with cattle on the hoof. The United States minister in Caracas, Hon. FRANCIS B. LOOMIS, in a report dated November 19, 1897, addressed to the Department of State, says: "The cattle industry of Venezuela is one that may become of enough importance at any time to constitute a menace to the American cattle trade. * * * The cattle industry is in its infancy here and there is excellent reason to think that it is capable of enormous development. The lands capable of furnishing good grazing are vast in extent."

There are 226 mines in the country, furnishing 42 different metals, the principal being gold, copper, besides asphalt, petroleum, urao, marble, salt, etc.

Venezuela's principal article of export is coffee, of which a great quantity is consumed in the United States, in whose markets it is known under the names of "Caracas" and "Maracaibo," the former of these embracing coffees from the center of the country exported through La Guaira, Puerto Cabello, and Cumaná,

and the "Maracaibo" brand embraces those from the Zulia and Los Andes region, Trujillo, Mérida, Tovar, Boconó, San Cristóbal, etc. The coffee exports from Venezuela to the United States, principally those from La Guaira and Puerto Cabello, which in 1888 amounted to 242,890 bags, decreased in 1893 to 3,718 bags, owing to the absence of a reciprocity treaty between 1892 and 1894. When the retaliatory duties of 1894 were repealed, the importation of these coffees again commenced to increase. The imports of coffee from Maracaibo, which also decreased considerably during that time, have again commenced to slowly increase, to the extent that nearly the whole crop from that locality now comes to this market.

The cacao of Venezuela also finds a ready sale in the United States, in whose markets it is known, like coffee, by the names of "Caracas" and "Maracaibo," the former embracing the cacao coming from Rio Caribe, Guiria, Carúpano, Río Chico, Higuerote, and other places on the eastern coast; the other grade comes from the states of Zulia and Los Andes. Hides and skins, rubber, tonka beans, dyewoods, and other products are also exported. From the nature of the exports it will be understood that the imports of Venezuela embrace all kinds of products of manufacturing industries in Europe and the United States; the principal imports from the latter country being wheat flour, lard, butter, kerosene oil, groceries of all kinds, oils and paints, barbed wire, cordage, firearms, Roman cement, drugs and perfumery, hardware, paper and printing materials, sewing machines, building lumber, cut tobacco for cigarettes, machinery, glass and lamp goods, and some dry goods. The principal importation of the latter class of merchandise is from England and France, although it is a recognized fact that these products of the manufacturing industry of the United States can compete with the European in quality, although not always in cheapness of price.

The exports through the port of New York to Venezuela during the year ending December 31, 1897, according to data furnished the BUREAU OF THE AMERICAN REPUBLICS by Señor Don ANTONIO E. DELFINO, consul-general of Venezuela at that port, amounted to \$3,183,016.86, United States gold: deducting from this amount \$91,351.76 for coined gold, leaves a net total of

\$3,091,665.19—value of the merchandise exported. During the fiscal year of 1896, according to the statistics of the Treasury of the United States, the trade of Venezuela with this country reached the figures following: imports from Venezuela, \$9,649,911; exports to Venezuela, \$3,838,746. In 1893, Venezuela imported the following amounts: From the United States, \$4,207,661; from France, \$2,335,300; from Great Britain, \$4,553,287, and from Germany, \$2,000,000, more or less.

The Guianan territory is made up of the English, Dutch, and French possessions in the southern American continent. Their principal cities are Georgetown or Demerara, capital of British Guiana, with a good port; Paramaribo, capital of Dutch Guiana, on the Surinam River; and Cayenne, capital of French Guiana, on the Atlantic Ocean.

The natural resources of these colonies are identical; they all produce sugar cane (the most important of the industries), coffee, cacao, rice, bananas, etc., building and cabinet woods, and gold. The foreign trade of British Guiana, according to official reports, is as follows: About one-half of the imports of the colony come from Great Britain, one-fifth from the United States, and the remainder is divided among other nations. Sugar, rum, melados, gold, and lumber are the principal exports of the colony. The greater part of the sugar goes to the United States. In the year 1895-96 the sugar sent to this latter country was valued at \$3,150,129, as against \$1,685,302 to Great Britain. The principal products imported from the United States are breadstuffs and provisions of all kinds, while from England it imports machinery, cloth, etc.

In this regard, Mr. PATTERSON, United States Consul, in a report published in Volume I of "Commercial Relations of the United States," 1895-96, says: "This being strictly an English colony, and the inhabitants being used to English dry goods, notions, boots and shoes, the majority know nothing of American goods. I have met a great many English persons who prefer some classes of American goods, but are unable to obtain them. One reason why almost all dry goods, boots and shoes are imported from England is, that all the firms who do the importing have their agents in London and their credit established, and

unless forced to do so will continue to import from there. I have had conversations with several parties on this subject, and the claim is put forth that England sells more cheaply than the United States."

British Guiana maintains regular steam communication with Europe and with the United States by means of the steamers of the Royal Dutch Mail every three weeks; the Armstrong Line, which sends one or two steamers a month to New York, and the Quebec Line, having a semimonthly service. The freight rates to the United States are moderate, and the trip is made in about ten days.

In Dutch Guiana, whose commerce has suffered of late years through the fall in cacao, sugar, and the falling off in the production of gold, a new industry has lately been established, which is the exploiting of "balata," or the sap of the bullet tree, used as a substitute for india rubber. Almost the entire output of this product goes to the United States. The principal exports of the colony are the article just mentioned, cacao, coffee, gold, hides, cocoanuts, sugar, and woods; the importations are breadstuffs and provisions of all kinds, hardware, dry goods, kerosene, and pine lumber. From the United States, it imports groceries and provisions, breadstuffs, kerosene, pine lumber, and some hardware. Everything else consumed in the colony comes from England and Holland. The total value of the exports of the colony to the United States in the fiscal year ending June 30, 1896, was estimated at \$957,247, as against \$361,657, the value of its imports from the latter country, according to the official statistics of the United States Treasury. Communication with the latter country is maintained by the Royal West India Mail.

French Guiana possesses rich gold mines in operation. Coffee, "balata," cacao, and sugar cane are cultivated there. Building and cabinet woods and medicinal plants are also produced. Its only imports from the United States are breadstuffs, groceries, and provisions of all kinds; everything else coming from Europe. There are no regular and direct lines of communication with the United States. Referring to the trade of the United States with French Guiana, Mr. WACOGNE, United States consul, in a report published in the "Commercial Relations of the United States,"

1895-96, says that were it not for the high customs duties of the colony, the trade in lumber and in American products imported there would increase.

There only remain to be mentioned now the Dutch island of Curaçao and the British colony of Trinidad, both of which occupy an exceptional geographical position and possess excellent ports. They lie only a short distance from the coast of Venezuela and serve as a distributing point for the goods going to that Republic and Colombia. Nearly all vessels having both countries as a destination touch at Curaçao. The only products Curaçao exports are divi-divi, hides and skins, wool, not of a superior quality, phosphates, and salt. Its imports embrace nearly all the goods locally consumed, food stuffs being almost in their entirety from the United States. With the exception of a few commodities, nearly all the imports into Curaçao are forwarded to the Colombian and Venezuelan coasts, from Panama to the Orinoco. In a report of Mr. JARVIS SPENCER, United States consul, dated February 9, 1897, are the following words: "I desire to emphasize the fact that Curaçao has much easier access to all parts of Colombia and Venezuela than any other place within or without these countries, and consequently it is the place to enter a wedge to open trade relationship with this part of South America in American manufactured products. Whatever is approved by the merchants of Curaçao is sure to find its way into the countries spoken of and to grow in favor, as they thoroughly understand the requirements of their customers."

The British colony of Trinidad comprises the island of that name and that of Tobago. Situated a few miles out from the Delta of the Orinoco, lies Trinidad, the key to this great fluvial artery of Venezuela. Here, the same as at Curaçao, arrive articles in transit for Venezuela. Port of Spain, the principal city and harbor of the island, has an anchorage which is considered the best in the Antilles, where many vessels en route to Central and South America call. Communication between New York and Port of Spain is maintained by means of the steamships of the Trinidad Line and the Royal Dutch Line. Between Ciudad Bolivar (Venezuela) and Port of Spain, there are steamship lines carrying on trade on the Orinoco.

The principal products of the island are the universally famed

cacao, coffee (limited in quantity), sugar, asphalt, cocoanuts, and bananas. Its export trade in 1896, according to the English official statistics, was as follows: imports, £2,188,189; exports, £2,165,820. The colony imported from Great Britain to the amount of £978,565, and from the United States to the value of £458,440, as against £943,888, and £669,950 exported to both countries, respectively. The remainder of the trade, export and import, was with France, Venezuela, and the other Antilles.

Bearing in mind the natural wealth of these countries and the absence of means for developing it, the lack of industries and means of internal communication, the urgent need of population and capital, on the one hand, and on the other of the American enterprising spirit, the resources possessed by the United States, and its immense industries which can meet all the demands of Spanish America, it seems but natural that, in view of their geographical position, the United States should be owners of the foreign trade of Latin America. While the United States was engaged exclusively in its own development, England, Germany, and France exerted themselves assiduously to seeking markets for the surplus of their industrial products. In Spanish America, they found what they desired. They devoted themselves to studying the tastes and necessities of those countries and the means of establishing a trade therewith, all the more profitable since there were no competitors.

The moment arrived when the United States also wished to participate in those benefits, and they undertook the task—not, however, employing the methods followed by their rivals, but those which had produced good results at home. From that time, more or less continuous efforts have been put forth in prosecution of the object in view, and the results have been seen. But the currents of trade can not be changed at will. To secure this, conscientious and painstaking labor is necessary. Before all, we must needs make patent, in a practical and trustworthy manner, the excellence of the product, its advantages, and its consumption. It is, therefore, necessary to establish means of communication between the producer and the consumer; to study the tastes, the needs, the customs, the means at the disposal of the consumer, in order to meet the case by catering to things as we find them.

Nothing speaks more eloquently in behalf of United States products than the European imitations of them, which, under the

name of United States products, are sold in Spanish America. This is a fact of which American manufacturers are not ignorant, and from which, nevertheless, they do not seem to learn the full lesson. Neither do they seem to have studied a system of credit which can compete with that granted by Europe—a system which is the basis of their commercial prosperity in Spanish America—for it must be remembered that payments are made when the crops are garnered, these crops being the only source of income of those countries, and the merchants who buy on short time to sell on long terms are very few. The producer and the seller must adjust themselves ever to the necessities of the consumer. Until this is done, it is not possible for trade to flourish.

Let the commercial usages, the peculiar needs, the customs of the purchaser be studied on the ground itself, as European firms do. Let American lines of steamers be established to ply between the United States and Spanish America; let American railroads be built there where nearly all now existing are French, English, or German; let American houses be founded to compete with the German, French, and English, and the American product, almost without any effort other than the mere introduction into the market, will occupy the place to which it is entitled by reason of its quality, for it is already proven that, with the rarest exceptions, due to the newness of their industries, the products of the United States can compete and do compete with those of Europe.

The step favorable to American trade which has just been taken by the National Association of Manufacturers of the United States of America through the establishment at Caracas, capital of Venezuela, of a permanent exposition, is worthy of the highest praise, for it is the first stone of the building which the whole of a continent will raise to the commerce of "Americans with Americans." Similar enterprises established in the other countries, accompanied by the study of the special requirements of each of them, must be the basis of the commercial prosperity of the United States which, as has been said already and as is well known, produces or can produce everything that is consumed on the continent.

Franco J. Sánchez

THE TRANS-MISSISSIPPI AND INTERNATIONAL EXPOSITION.

June 1, next, is the date set for the inauguration of the great industrial, agricultural, and artistic exposition, which is to be held in the city of Omaha, State of Nebraska, the duration of which will be five months. Everything seems to indicate that the Trans-Mississippi Exposition will be, in many ways, one of the most notable that has occurred in the United States, and that it will be fruitful in its results. It could hardly be otherwise, from the fact that there are to be exhibited, principally, the resources and products of that marvelous section known as the West, whose progress and development of late years are the astonishment of natives and foreigners. In fact, the annals of the world furnish no record comparable to the growth of those States of the American Union which form the vast region beyond the Mississippi and embrace an area of more than 2,500,000 square miles, with a population of nearly 20,000,000 inhabitants. There is the great granary of America, the agricultural and mineral region *par excellence*, where exist great forests, producing excellent building woods, and vast prairies where innumerable droves of cattle graze, in themselves constituting one of the most inexhaustible sources of public wealth. But, above all, the West is the wonderful land where, during the existence of a single generation, beautiful and populous cities figuring in the first rank of the industrial, artistic, and commercial centers in the country, true representatives of the national culture, have been reared.

The illimitable resources of the Great West will perhaps now be exhibited for the first time, and this is what is to give to the Trans-Mississippi Exposition an especial character which entitles it to the careful study of all such as are interested in the progress of America.

As was to be expected, the Government of the United States has actively participated in this notable enterprise, and Congress has appropriated \$200,000 to meet the expenses incident to the official exhibit, including the building, transportation, etc.

All the Western States and many of the Southern and Eastern will be represented at the Omaha Exposition; but it will also

have an international character, for many foreign countries have accepted the invitation which the United States Government, through the Department of State, extended to them to take part in the great trans-Mississippi gathering. The Omaha Exposition is invested with special interest as regards the Latin-American nations, since, desirous as they are to enlarge their commercial relations with the United States, they can not fail to see in that event a most propitious occasion to make known their products, even more than they are now known in the markets of this country, and to come and observe near at hand the industrial advancement of this great nation. As is well known, the trade of the greater part of the Latin-American Republics for many years has been principally with Europe, although the fact is recognized that, of late, they trade considerably with the United States, a tendency favorable to the growth of this commerce being noticeable.

Be this as it may, much remains to be done, and the day will come when the Americans of the north, as well as those of the south, will recall with surprise the time when their mutual commercial transactions were limited solely to a certain class of articles, and when the inhabitants of some of the most extensive sections of this continent crossed the Atlantic and went to the markets of England, France, Germany, and Italy in search of manufactures which the factories of the United States produce to perfection. It will then seem incredible that, at the close of the nineteenth century, the merchants of some points of Central America, for instance, brought from Hamburg, in Germany, doubling Cape Horn or passing through the Straits of Magellan and traveling not less than 11,000 miles, merchandise which they could easily have obtained in the United States, traversing one-fifth of that great distance.

In that not far distant future, numerous European articles which are to-day to be found in all parts of Latin-America, such as French pianos, foot wear, glassware, and furniture; German hats, dry goods, chemical and pharmaceutical preparations, lamps and toys; English linen, cotton, and woolen goods; cutlery, leather goods, paper, and hardware, will be looked upon as veritable curiosities. It seems hardly possible that even now German sewing machines go to the Republic of Uruguay, these articles being, as they are, essentially United States productions. Steel rails are

exported from the United States to Europe, a fact which is assuredly not known in many parts of Latin-America, since in many of those countries, all, or nearly all, the railroad material needed, including rails, is ordered from England. Notwithstanding that it is a recognized fact that the best machinery in the world is manufactured in the United States, some countries of Spanish America still purchase the machinery they need, not excepting sugar-making machinery, in Europe.

It has before been stated in the MONTHLY BULLETIN, and is now repeated, that the industries of the United States are, up to a certain point, unknown in Latin America, and hence the trade between the nations of the north and of the south of our continent has not reached as yet the full development which it will later enjoy. International expositions contribute greatly to this latter result, and therefore the exhibition about to be opened in the city of Omaha will be highly beneficial.

The Bureau of the American Republics appreciates fully the importance that this gathering has for the countries forming the International Union, and is deeply interested that it may obtain the most complete success. Being the official center of information as regards the commerce, production, industry, material progress, and, in fine, whatever affects the advancement of the republics of the Western Hemisphere, the Bureau desires that the Trans-Mississippi Exposition shall be well known and appreciated throughout the continent. The work of the Bureau embraces a large number of branches, and no efforts are omitted to make each of them satisfactory to all the governments represented in this International Union. Through the medium of the MONTHLY BULLETIN, the industrial and commercial interests of the United States are furnished valuable information respecting the opportunities which the southern countries offer to trade: at the same time the latter countries are given the most recent notices regarding the markets of the United States.

As one of the most eloquent proofs of the constant and assiduous efforts of the Bureau of the American Republics to encourage trade between all the nations of this continent, the Commercial Directory, the second volume of which is about to be published, may be mentioned. In this work, which well deserves to be called unique of its kind, is to be found compiled a larger amount of useful,

not to say necessary, information for American commerce than in all the other publications of this class circulating throughout the world. As a book of reference the Directory is unrivaled, and it is no exaggeration to assert that, by relying on it, the business men of North and South America can arrive at a better knowledge of the resources of their respective countries than by reading numerous tomes on the same subjects.

It has been stated how imperfectly the products of United States industry are known in Latin America. A few words may now be said regarding the paucity of information noticeable in the United States with respect to the Latin-American countries and their resources. Up to a few years ago, the merchants of the United States cared little or nothing for trade with the nations of this continent, excepting Mexico and perhaps one or two others; to which fact is due the establishment by Europe of a commercial monopoly in Central and South America. Many causes have been cited to explain this mercantile indifference on the part of the United States, in relation to the other countries of the new world, and one of them has been, without doubt, the enormous trade between the different States of the Union, which all the manufactories of this country barely supplied. As time went on, however, and the industrial production exceeded the demand, it became indispensable to seek foreign consumers, and, as was natural, Latin America was thought of, and an examination of those markets was begun. Then, for the first time, it was understood that this country had abandoned to European speculation a most extensive field of action, where the genius and activity of the American people could have been for a long time garnering inestimable advantages. And in truth, when one dwells on the wealth which that immense region extending from Mexico to Chile enfolds, it can not but cause surprise that, from the very beginning, it did not claim the attention of the Great Republic as a worthy field for the enterprising spirit of an essentially energetic race.

A glance at the map of America will suffice to show what the American nations of Latin origin mean to-day and what they will necessarily mean to-morrow. European immigration is already causing in the Argentine Republic a transformation as

prodigious as that which is wrought in the United States, and the wealthy, populous, and splendid city of Buenos Ayres deserves to be designated as the New York of the south. When the whole of South America shall be populated in proportion to its territorial area there will be on that beautiful continent more inhabitants than now held by Europe. Central America is making rapid strides to occupy a prominent position, from a commercial point of view, on a par with the other great sections of this hemisphere, and foreign immigration already seeking its shores will make of that magnificent region one of the richest portions of the globe. It seems almost unnecessary to speak of Mexico, whose progress of late years is justly a cause for pride in her sons and for admiration throughout the world.

International expositions are recognized as powerful factors in the advancement of the arts, industry, and commerce, and therefore great nations from time to time hold such gatherings. France is actively preparing for the great exhibition of 1900, the third it has held within the period of thirty-three years. In the United States, in the lapse of less than two decades, there were held the Centennial Exposition of Philadelphia in 1876, and the World's Fair at Chicago in 1893. Besides these, there have been others which, although smaller in proportions, have not been, probably, in results; such as the Atlanta Exposition in 1881; that at New Orleans in 1884; at San Francisco, Cal., in 1894; the second Atlanta Fair in 1895, and that at Nashville in 1897. Great Britain, from a very early date, recognized the necessity of holding industrial exhibitions, and in 1828 one was held in London, which, however, did not produce all the results it promised. Later, in 1845, the Exhibition of Manufactures, which also took place at the capital of the Kingdom, achieved the greatest success. Four years later, came the Birmingham Exposition, the most perfect held in the country up to that time; but it was not until 1851 that England offered to the world one of the most notable exhibitions of this century, of which it still retains grateful memories. The other European nations have at different times held similar expositions, these being in Germany, Austria, Belgium, Spain, Switzerland, Russia, Italy, Sweden, Turkey, Holland, Greece, Denmark, and Portugal. Among the Latin-

American countries following this example, may be mentioned Brazil, Chile, Venezuela, Colombia, Peru, and Guatemala.

It is plain that, as the world progresses, these international assemblages will be more frequent, for nothing can give so exact an idea of the progress and the resources of a country, since they are true object lessons from which the nations learn, better than in any other way, to appreciate one another. Taking the United States as an example, it becomes evident that the numerous industries here existing need expositions of an international character in order to become properly known, since a sample displayed before the eyes of the public conveys a far better idea of the product of a factory than all the descriptions and advertisements imaginable. For this reason, it is most advisable to invite foreign nations to meet together at these industrial and artistic assemblages. In the present case, above all, where we have an American exhibition, it is of the greatest importance to have represented there all or a greater part of the nations of the Western Hemisphere.

Laying aside the purely commercial question, it is a fact that out of the close communication which is established during an international concourse of the peoples of different countries there grow more friendly sentiments among them, and hence a better understanding between the various people and the governments. These expositions ought, therefore, to be considered highly advantageous from the political point of view. In America, moreover, they tend to dissipate certain errors still existing relative to the political tendencies of this or that republic, and the expediency of the two great races peopling this hemisphere knowing each other intimately can not be too forcibly dwelt upon in order that rivalries born of time-worn prejudices may cease forever.

The city where the Trans-Mississippi Exposition is to be held is one of those marvelous creations of Western energy and activity. Its foundation dating back barely forty-four years, Omaha to-day has more than 140,000 inhabitants and is a commercial and railroad center of great importance, being the meeting point of no less than fourteen railway lines which place the city in direct communication with the coasts of the Atlantic and the Pacific, as well as with the Gulf of Mexico. Thus it may be seen how accessible the Trans-Mississippi Exposition will be to all who desire to visit it, and it is hoped that the Latin American countries will wish to

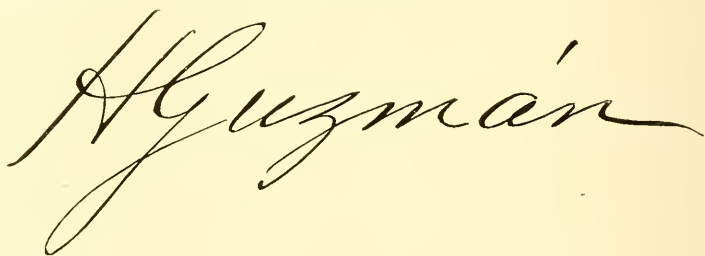
improve the opportunity presented to them to come and see with their own eyes the state of advancement and culture which has been reached by the Great West of the United States—that immense region over which less than half a century ago roamed hordes of savages and herds of buffalo; but where the spirit of an unprecedented civilization has raised, as if by enchantment, splendid cities which rival in wealth, refinement, and good taste the most cultured capitals of Europe and America.

When the United States is spoken of abroad, the West is frequently forgotten to the extent that even statesmen and writers of note imagine that the virility and energy of the nation are confined exclusively to the Eastern States, a profound error which has in part contributed to the failure to appreciate, as it should be, the magnitude of the American Union. Those are not wanting who imagine that when Boston, New York, Philadelphia, Baltimore, Washington, and New Orleans have been mentioned there is nothing further to be said regarding cities of the United States. And this after the World's Fair at Chicago, which was to many countries of the world a veritable revelation.

Latin America has gained more correct ideas of what the Great West of the United States is since the International American Conference met and the delegates accredited to that body made their famous trip to the different points of the Republic, including in their itinerary several Western States. This opportunity which presented itself to the representatives of the southern nations to study the rapid progress of the western section of this country was most propitious, and it is known that they expressed the greatest admiration for the industrial development which, without doubt, many of them did not expect to witness. Since that time, nearly nine years have elapsed, a term which elsewhere does not mean much, but which, considering the bewildering rapidity with which the West advances, can bring about surprising transformations in that land of wonders; and should any of those who visited it in 1889 come again by reason of the Omaha Exposition they will hardly believe that in less than a decade the changes which they will surely find could have occurred.

An American international exposition having its seat in one of the great capitals of Latin-America, in the city of Mexico, for instance, would bring transcendent consequences to the commer-

cial interests of our continent, and would cooperate in a powerful manner toward the realization of the ends the International American Conference had in view when it recommended the establishment of this Bureau. The high-minded men who are interested in the intellectual and material advancement of our countries should assist in the realization of this idea, to the end that the dawn of the twentieth century shall witness the fraternal assemblage of the two great races of our America in a grand artistic, industrial, and agricultural concourse.



BRAZIL.

MODIFICATIONS OF TARIFF.

Following is the present Brazilian tariff on the leading products imported from the United States, as published in the advance sheets of the United States Consular Reports for March, 1898. This statement shows some radical changes, both in classification and rate, from the tariff of 1896. As an entirely new departure, agricultural and mining machinery have been transferred from the free list to the dutiable list.

Books, maps, and other printed matter.—Books bound in ivory, mother-of-pearl, tortoise, increased from 8.300 milreis* (\$1.16) to 12 milreis (\$1.68) per kilogram;† same bound in silk, velvet, or wood increased from 4 milreis (56 cents) to 5 milreis (70 cents) a kilogram; same in gold or silver increased from 20 per cent to 50 per cent ad valorem. Music reduced from 700 reis (9.8 cents) to 300 reis (4.2 cents) a kilogram.

Wheat, corn, etc.—Flour, of corn, rice, potatoes, tapioca, etc., increased from 300 reis (4.2 cents) to 500 reis (7 cents) per kilogram, while wheat flour remains

* The reductions to United States currency have been made on the basis of 1 milreis = 14 cents, which was the market average January 3, 1898, although the nominal value of the milreis, according to the United States Director of the Mint, is 54.6 cents.

† 1 kilogram = 2.2046 pounds.

at 30 reis (0.4 cent) a kilogram; beans reduced from 60 reis (0.8 cent) to 40 reis (0.5 cent) a kilogram; corn, unground, reduced from 30 reis (0.4 cent) to 20 reis (0.2 cent) a kilogram; rice reduced from 60 reis (0.8 cent) to 40 reis (0.5 cent) a kilogram; barley, in grain, from 60 reis (0.8 cent) to 40 reis (0.5 cent) a kilogram, while that in malt is subjected to a tax of 80 reis (1.1 cents) a kilogram; bran reduced from 80 reis (1.1 cents) to 20 reis (0.2 cent) a kilogram.

Carriages, coaches, etc.—Subjected in the 1896 tariff to an ad valorem tax of 84 per cent, are rearranged in the 1897 tariff as follows:

Carriages, coupés, coaches, diligences, etc.: four wheels, 3 milreis (42 cents) a kilogram, or 60 per cent; two wheels, 4.500 milreis (63 cents) a kilogram, or 60 per cent.

Same unfinished: four wheels, 800 reis (11.2 cents); two wheels, 500 reis (7 cents).

Railway coaches or wagons increased from 20 per cent ad valorem to 30 per cent; axles reduced from 800 reis (11.2 cents) a kilogram to 400 reis (5.6 cents); braces, hubs, tires, and other appurtenances of iron or wood reduced from 1.400 milreis (19.6 cents) to 400 reis (5.6 cents) a kilogram; springs reduced from 1.400 milreis (19.6 cents) to 400 reis (5.6 cents) a kilogram; wheels, taxed in the 1896 tariff 28 milreis (\$3.92) and 14 milreis (\$1.96) a pair for carriages and 20 milreis (\$2.80) or 10 milreis (\$1.40) for wagons, are taxed in the 1897 tariff 650 reis (9.1 cents) a kilogram for wooden and 450 reis (6.3 cents) a kilogram for wooden and iron; tongues, taxed at 5.600 milreis (78.4 cents) for unfinished and 44.800 milreis (\$6.27) for complete are in the 1897 tariff taxed 650 reis (9.1 cents) a kilogram for wooden and 450 reis (6.3 cents) for wooden and iron; parts and appurtenances not specially mentioned reduced from 67 per cent to 60 per cent ad valorem.

Drugs, chemicals, etc.—Acids increased from 15 per cent to 25 per cent ad valorem; mineral waters reduced from 2 milreis (28 cents) and 1 milreis (14 cents) a kilogram for English, and distilled to 500 reis (7 cents) a kilogram, while other waters are increased from 400 reis (5.6 cents) to 500 reis (7 cents) a kilogram; gun cotton reduced from 8 milreis (\$1.12) to 4 milreis (56 cents) a kilogram; ammonia reduced from 500 reis (7 cents) to 150 reis (2.1 cents) a kilogram; balsam reduced from 4 milreis (56 cents) to 2 milreis (28 cents) a kilogram; benzine reduced from 300 reis (4.2 cents) to 200 reis (2.8 cents) a kilogram; medicated biscuit increased from 2 milreis (28 cents) to 2,500 milreis (35 cents) a kilogram; capsules reduced from 29.280 milreis (\$4.099) to 20 milreis (\$2.80) a kilogram; medicinal beers and malts increased from 1 milreis (14 cents) to 2 milreis (28 cents); medicated chocolate increased from 2 milreis (28 cents) to 3 milreis (42 cents) a kilogram; preserves and medicinal opiates reduced from 2 milreis (28 cents) to 1 milreis (14 cents) a kilogram; creosote reduced from 2.400 milreis (33.6 cents) to 1 milreis (14 cents) for mineral and 2 milreis (28 cents) for vegetable, a kilogram; disinfectants changed from 500 reis (7 cents) a kilogram to 25 per cent ad valorem; elixirs and medicinal liquors reduced from 6.225 milreis (87.2 cents) to 3.200 milreis (44.8 cents) a kilogram; plasters, oiled, reduced from 16 milreis (\$2.24) to 8 milreis (\$1.12) a kilogram; plasters, adhesive, reduced from 5 milreis (70 cents) to 2 milreis (28 cents) a kilogram;

homeopathic pills reduced from 4 milreis (56 cents) to 2.400 milreis (33.6 cents) a kilogram; medicinal drops increased from 3.600 milreis (50.4 cents) to 4 milreis (56 cents) a kilogram; medicinal injections increased from 2 milreis (28 cents) to 3.200 milreis (44.8 cents) a kilogram; liniments reduced from 4 milreis (56 cents) to 3.200 (44.8 cents) a kilogram; naphtha and naphthalene reduced from 6 milreis (84 cents) to 100 reis (1.4 cents) and 200 reis (2.8 cents) a kilogram; chemical and medicated paper reduced from 4 milreis (56 cents) to 3.200 milreis (44.8 cents) a kilogram; tabules and lozenges reduced from 54 milreis (\$7.56) to 40 milreis (\$5.60) a kilogram; pills, grains, etc., reduced from 62 milreis (\$8.68) to 45 milreis (\$6.20) a kilogram; soaps, tariff in 1896, 2 milreis (28 cents), and in 1897, 1.500 milreis (21 cents) and 3 milreis (42 cents); salves, pomades, etc., increased from 2 milreis (28 cents) to 4 milreis (56 cents) a kilogram; dyes paying from 2 milreis (28 cents) to 20 milreis (\$2.80) in 1896 are taxed in 1897 5 milreis (70 cents) a kilogram: vaseline is reduced from 2 milreis (28 cents) to 500 reis (7 cents) a kilogram; wines, bitter, 700 reis (9.8 cents); vermouthe 700 reis (9.8 cents); all others, 6.225 milreis (87 cents), classed under one head in 1897, paying 3 milreis (42 cents) a kilogram; sirups reduced from 6.225 milreis (87 cents) to 3 milreis (42 cents) a kilogram; chemicals and drugs, specified in the tariff and subjected to specific duties, equivalent in 1896 to 48 per cent ad valorem, are increased 50 per cent in 1897.

Clocks, watches, etc.—Copper clock keys increased from 1 milreis (14 cents) to 2 milreis (28 cents) a kilogram; alarm clocks reduced from 3.200 milreis (44.8 cents) to 2 milreis (28 cents) each; watches, copper or nickel, 4 milreis (56 cents) in 1896 tariff, and 4 milreis (56 cents) and 2 milreis (28 cents), respectively, in 1897; silver reduced from 7.800 milreis (\$1.092) to 4 milreis (56 cents); gold reduced from 15.600 milreis (\$2.184) to 10 milreis (\$1.40) each; chronometers, in 1897 tariff, pay each, gold, 30 milreis (\$4.20), silver 8 milreis (\$1.12), copper 8 milreis (\$1.12), all others 4 milreis (56 cents); when set with precious stones, increased from 13 per cent to 20 per cent ad valorem.

Clocks (not chronometers) paid 48 per cent ad valorem in 1896; the rate in 1897 is:

For wall: Case less than 65 centimeters (25.79 inches) in length, 5 milreis (70 cents) each; over 65 centimeters and less than 100 (39.37 inches), 6 milreis (84 cents) each; over 100 centimeters, 8 milreis (\$1.12) each.

For table: With case less than 65 centimeters in length, 4 milreis (56 cents) each; over 65 centimeters, 6 milreis (84 cents) each; of bronze, plated, alabaster, etc., 50 per cent ad valorem.

Chronometers for vessels increased from 64 milreis (\$8.96) to 70 milreis (\$9.80) each.

Coal, etc.—Coal remains on the free list, while carbon is reduced from 700 reis (9.8 cents) to 200 reis (2.8 cents) a kilogram.

Cottons, etc.—Lace strings increased from 10 milreis (\$1.40) to 10.400 milreis (\$1.456) a kilogram; carpets reduced from 2.400 milreis (33.6 cents) and 3.100 milreis (43.4 cents) to 2.400 milreis (33.6 cents); hats, untrimmed, reduced from 1.600 milreis (22.4 cents) to 1.200 milreis (16.8 cents); hats, trimmed, increased from 3.100 milreis (43.4 cents) a kilogram to 50 per cent ad valorem; bed

covers increased from 1,300 milreis (18.2 cents) to 1,500 milreis (21 cents); cords reduced from 1,600 milreis (22.4 cents) and 2,800 milreis (39.2 cents) to 1,400 milreis (19.6 cents) a kilogram; cushions reduced from 3,400 milreis (47.6 cents) to 2,400 milreis (33.6 cents); tulle reduced from 23 milreis (\$3.22) and 10 milreis (\$1.40) to 18 milreis (\$2.52) and 5 milreis (70 cents); cravats increased from 2,600 milreis (36.4 cents) to 3 milreis (42 cents) a dozen; handkerchiefs reduced from 78 per cent to 60 per cent ad valorem; blankets reduced from 2,500 milreis (35 cents) to 1,600 milreis (22.4 cents); mantles, capes, etc., reduced from 78 per cent ad valorem to 1,800 milreis (25.2 cents) a kilogram, equivalent to 60 per cent ad valorem; stockings reduced from 3,200 milreis (44.8 cents) and 25 milreis (\$3.40) to 3,200 milreis (44.8 cents) and 20 milreis (\$2.80) a dozen; netting increased from 3,600 milreis (50.4 cents) to 4,800 milreis (67.2 cents) a kilogram; laces reduced from 62 per cent to 60 per cent ad valorem, from 26 milreis (\$3.64) to 20 milreis (\$2.80) a kilogram; shirts, knitted, reduced from 10,400 milreis (\$1.45) to 8 milreis (\$1.12), 19,500 milreis (\$2.73) to 15 milreis (\$2.10), and from 37,700 milreis (\$5.18) to 30 milreis (\$4.20) a dozen; drawers, knitted, 9,900 milreis (\$1.39) to 8 milreis (\$1.12); drawers, other textures, 16,900 milreis (\$2.37) to 13 milreis (\$1.82); collars reduced from 4,700 milreis (65.8 cents) to 3,600 milreis (50.4 cents); bosoms, for shirts, reduced from 13 milreis (\$1.82) to 8 milreis (\$1.12) a kilogram; cuffs reduced from 6,200 milreis (86.8 cents) to 5 milreis (70 cents) a dozen; all other clothing, from 9,900 milreis (\$1.39) plain and 78 per cent ad valorem embroidered to 60 per cent; embroidery, tulle, reduced from 52 milreis (\$7.28) to 35 milreis (\$4.90) a kilogram; muslin and cambric embroidery reduced from 26 milreis (\$3.64) to 20 milreis (\$2.80); fustian embroidery reduced from 13 milreis (\$1.82) to 10 milreis (\$1.40); window screens reduced from 6,300 milreis (88.2 cents) to 5 milreis (70 cents) each; veiling reduced from 62 per cent to 60 per cent ad valorem; gauzes, lawns, etc., from 9,100 milreis (\$1.27) to 8 milreis (\$1.12) a kilogram.

It is impossible to make any comparison of duty on cotton cloth. The new duties are estimated on the number of threads contained in 5 square millimeters. It is apparent, however, that they are much increased. For instance, crude unbleached cotton in the 1896 tariff paid 1,500 milreis (21 cents) a kilogram; while in the present tariff it is subjected to duties ranging between 1,500 milreis (21 cents) and 14 milreis (\$1.96) a kilogram, according to its texture; bleached cotton paid 2,400 milreis (33.6 cents) a kilogram in 1896, and in 1897 between 2,200 milreis (30.8 cents) and 20 milreis (\$2.80); prints now pay 3,600 milreis (50.4 cents) against 3,400 milreis (47.6 cents) and 16 milreis (\$2.24).

Flax, hemp, and jute.—Flax, crude, increased from 10 reis (0.1 cent) to 20 reis (0.2 cents) a kilogram; hemp, same; tow, same; oakum, same; jute increased from 10 reis (0.1 cent) and 40 (0.5 cent) to 100 reis (1.4 cents) and 130 reis (1.8 cents) a kilogram; linen thread increased from 500 reis (7 cents) and 600 reis (8.4 cents) to 640 reis (8.9 cents) and 840 reis (11.7 cents) a kilogram; carpets reduced from 3,100 milreis (43.4 cents) and 2,400 milreis (33.6 cents) to 2 milreis (28 cents) a kilogram; hemp and other textiles reduced from 900 reis (12.6 cents) to 750 reis (10.5 cents) a kilogram; buttons reduced from

3.900 milreis (54.6 cents) to 3 milreis (42 cents); canvas, cambrics, duck, etc., reduced on plain from 1.200 milreis (16.8 cents) and 16.900 milreis (\$2.36) to 900 reis (12.6 cents) and 13 milreis (\$1.82); on imitation sail cloth 3.900 milreis (54.6 cents) to 3 milreis (42 cents) a kilogram; chales, plain, reduced from 7.300 milreis (\$1.02) and 26 milreis (\$3.64) to 3.600 milreis (50.4 cents) and 20 milreis (\$2.80); tape reduced from 3.700 milreis (51.8 cents) to 1.400 milreis (19.6 cents) and 2.800 milreis (39.2 cents) a kilogram; parasol covers reduced from 6.500 milreis (91 cents) to 6 milreis (84 cents); mantles reduced from 78 per cent to 60 per cent ad valorem; laces reduced from 62 per cent to 60 per cent; shirts reduced from 16.900 milreis (\$2.36) and 67 milreis (\$9.38) to 13 milreis (\$1.92) and 52 milreis (\$7.28) a dozen; drawers reduced from 31 milreis (\$4.34) to 24 milreis (\$3.36) a dozen; collars reduced from 4.700 milreis (65.8 cents) to 3.600 milreis (50.4 cents); shirt bosoms reduced from 20.800 milreis (\$2.91) to 12 milreis (\$1.68); cuffs 6,500 milreis (91 cents) to 5 milreis (70 cents) a dozen; all other clothing reduced from 13 milreis (\$1.82) to 12 milreis (\$1.68) a kilogram; clothing, embroidered, reduced from 78 per cent to 60 per cent.

Machinery, hardware, etc.—Steels for sharpening knives, handles of mother-of-pearl, ivory, etc., increased from 15 milreis (\$2.10) to 33 milreis (\$4.62) a dozen; stills taken from free list and taxed 15 per cent ad valorem; machines for refining and crystallizing sugar transferred from free list to 15 per cent ad valorem; locomotives, agricultural, mining, manufacturing, navigating machinery, etc., printing presses, presses for baling, lathes, type, etc., taken from free list and charged 15 per cent ad valorem; mortars reduced from 500 reis (7 cents), 600 reis (8.4 cents), and 1 milreis (14 cents) to 300 reis (4.2 cents) and 500 reis (7 cents), and bronze mortars increased from 1 milreis (14 cents) to 1.600 milreis (22.4 cents); crucibles increased from 700 reis (9.8 cents) to 1.500 milreis (21 cents); wheelbarrows increased from 3 milreis (42 cents) to 4 milreis (56 cents), 6 milreis (84 cents), and 7.500 milreis (\$1.05) each; glass cutters reduced from 4 milreis (56 cents) to 2.500 milreis (35 cents) each; forges reduced from 400 reis (5.6 cents) to 200 reis (2.8 cents) a kilogram; iron tools, including hammers, hatchets, scythes, picks, etc., reduced from 200 reis (2.8 cents) to 150 reis (2.1 cents) a kilogram; typewriters are given a special tax of 30 milreis (\$4.20) each; bicycles 50 milreis (\$7); copper wire, plain, is reduced from 1 milreis (14 cents) to 400 reis (5.6 cents) a kilogram; copper wire insulated with cotton, paper, or rubber, reduced from 1.600 milreis (22.4 cents) to 900 reis (12.6 cents) a kilogram; copper wire, plated, gilded, or covered with silk, reduced from 4.200 milreis (58.8 cents) to 2.400 milreis (33.6 cents) a kilogram; wire prepared for telegraph, telephone, or electric light lines, pays 20 per cent ad valorem; iron in bars is increased from 60 reis (0.8 cent) to 100 reis (1.4 cents) a kilogram; steel in rods increased from 100 reis (1.4 cents) to 120 reis (1.6 cents); needles reduced from 4.800 milreis (67.2 cents) to 4 milreis (56 cents) a kilogram; cables reduced from 300 reis (4.2 cents) to 200 reis (2.8 cents) a kilogram; hooks increased from 3.200 milreis (44.8 cents) to 3.600 milreis (50.4 cents) a kilogram; steel ornaments, watch chains, breastpins, etc., increased from 10.400 milreis (\$1.456) to 12 milreis (\$1.68) a kilogram; but-

tons increased from 1 milreis (14 cents) and 2.600 milreis (36.4 cents) to 2 milreis (28 cents) and 3 milreis (42 cents) a kilogram; padlocks reduced from 1 milreis (14 cents) and 3.200 milreis (44.8 cents) to 800 reis (9.6 cents) and 3 milreis (42 cents) a kilogram; spurs reduced from 12 milreis (\$1.68 and 8 milreis (\$1.12) to 10 milreis (\$1.40) and 6 milreis (84 cents) a kilogram; stirrups reduced from 5.600 milreis (78.4 cents) and 2.800 milreis (39.2 cents) to 3 milreis (42 cents) and 2 milreis (28 cents) a kilogram; locks reduced from 700 reis (9.8 cents) and 2 milreis (28 cents) to 600 reis (8.4 cents) and 1.500 milreis (21 cents); screws increased from 900 reis (12.6 cents) to 1.500 milreis (21 cents) a kilogram; rails weighing more than 10 kilograms (22.046 pounds) to the meter (39.36 inches), free in 1896, pay 15 reis (0.2 cent) on the kilogram in 1897; bolts, clamps, screws, etc., for rails, free in 1896, pay 80 reis (1.1 cents) to the kilogram; building materials (iron or steel) reduced from 25 per cent to 20 per cent ad valorem; pistol barrels reduced from 1.700 milreis (23.8 cents) to 1.500 milreis (21 cents) a kilogram; gun barrels reduced from 3.400 milreis (47.6 cents) to 3 milreis (42 cents); balls (lead or iron) reduced from 90 reis (1.2 cents) and 400 reis (5.6 cents) to 50 reis (0.7 cent) and 300 reis (4.2 cents) a kilogram; muskets, rifles, etc. (military), reduced from 8.400 milreis (\$1.17) to 8 milreis (\$1.12) each; shotguns, rifles (for sport), two barrels, reduced from 12.900 milreis (\$1.80) to 10 milreis (\$1.40) each; pistols reduced from 6.700 milreis (93.8 cents) to 4.800 milreis (6.72 cents) a pair; revolvers reduced from 1,400 milreis (19.6 cents) to 1 milreis (14 cents) for each chamber.

Crockery and glassware.—China ornaments, bracelets, earrings, breastpins, etc., increased from 10.400 milreis (\$1.45) to 12 milreis (\$1.68) a kilogram; tiles, from 200 reis (2.8 cents) a kilogram to 2 milreis (28 cents) for each square meter (1,550 square inches); vases, jars, etc., reduced from 2,400 milreis (33.6 cents) and 5,700 milreis (79.8 cents) to 2,500 milreis (35 cents) and 3,700 milreis (51.8 cents) a kilogram; electrical appurtenances pay 200 reis (2.8 cents) in 1897; glass ornaments increased from 10 milreis (\$1.40) to 12 milreis (\$1.68) a kilogram; vases, jars, etc., reduced from 3.400 milreis (47.6 cents) and 5.200 milreis (72.8 cents) to 2.800 milreis (39.2 cents) and 4 milreis (56 cents) a kilogram; tiles reduced from 300 reis (4.2 cents) to 150 reis (2.1 cents) a kilogram; tableware reduced from 700 reis (9.8 cents) and 1.600 milreis (22.4 cents) to 600 reis (8.4 cents) and 1.200 milreis (16.8 cents) a kilogram; druggists' ware reduced from 1.200 milreis (16.8 cents) and 2.600 milreis (36.4 cents) to 1 milreis (14 cents) and 2 milreis (28 cents) a kilogram.

Gunpowder.—Reduced from 1.800 milreis (25.2 cents) to 1.300 milreis (18.2 cents) a kilogram; dynamite and other explosives reduced from 1.700 milreis (23.8 cents) to 1.300 milreis (18.2 cents) a kilogram.

Mathematical, surgical, and dental instruments.—Remain practically unchanged, with tax of 15 per cent ad valorem.

Food products.—Lard reduced from 400 reis (5.6) to 300 reis (4.2 cents) a kilogram; preserved meats reduced from 1.800 milreis (25.2 cents) to 1 milreis (14 cents) a kilogram; meat extracts increased from 5.200 milreis (72.8 cents) to 6 milreis (84 cents) a kilogram; condensed milk reduced from 700 reis (9.8 cents) to 500 reis (7 cents) a kilogram; eggs reduced from 300 reis (4.2 cents) a kilogram

to free list; codfish reduced from 80 reis (1.1 cents) to 60 reis (0.8 cent) a kilogram; preserved fish reduced from 1 milreis (14 cents) and 1,500 milreis (21 cents) to 800 reis (11.2 cents) and 1,200 milreis (16.8 cents) a kilogram; cheese reduced from 1,500 milreis (21 cents) to 1,200 milreis (16.8 cents) a kilogram; soaps reduced from 200 reis (2.8 cents), 400 reis (5.6 cents), 700 reis (9.8 cents), and 1,200 milreis (16.8 cents) to 400 reis (5.6 cents) a kilogram; bacon reduced from 300 reis (4.2 cents) to 200 reis (2.8 cents).

Oils.—Animal oil, purified for machines, increased from 1 milreis (14 cents) to 1,200 milreis (16.8 cents) a kilogram; cod-liver oil reduced from 1,300 milreis (18.8 cents) to 1 milreis (14 cents) a kilogram; kerosene reduced from 200 reis (2.8 cents) to 70 reis (0.9 cent) a kilogram.

Lumber.—Pine, in the rough, reduced from 1,500 milreis (21 cents), 3,200 milreis (44.8 cents), 6,800 milreis (95.2 cents), and 12,600 milreis (\$1.76) per meter (39.37 inches), according to thickness, to 1,100 milreis (15.4 cents), 2,300 milreis (32.2 cents), 4,800 milreis (67.2 cents), and 8,800 milreis (\$1.23); pine boards reduced from 18,800 milreis (\$2.63) to 13,200 milreis (\$1.84) per square meter.

Furniture: Benches (opening and closing) reduced from 2,200 milreis (30.8 cents) to 1,600 milreis (22.4 cents) each; stools for piano reduced from 18,700 milreis (\$2.61) to 16 milreis (\$2.24) each; trays reduced from 13 milreis (\$1.82) to 8 milreis (\$1.12) a kilogram; rowboats reduced from 48 per cent to 20 per cent ad valorem; cradles reduced from 18 milreis (\$2.52) and 54 milreis (\$7.56) each to 12 milreis (\$1.68) and 48 milreis (\$6.72); hobbyhorses from 11 milreis (\$1.54) and 25 milreis (\$3.50) each to 10 milreis (\$1.40) and 20 milreis (\$2.80); racks reduced from 1,700 milreis (23.8 cents) and 5,200 milreis (72.8 cents) to 1 milreis (14 cents) and 4 milreis (56 cents) a kilogram; chairs (straw seat) reduced from 9,200 milreis (\$1.26) and 4,600 milreis (64.4 cents) to 7 milreis (98 cents) and 3,500 milreis (49 cents) each; rocking-chairs reduced from 10 milreis (\$1.40) and 6,800 milreis (95.2 cents) to 9 milreis (\$1.26) and 6 milreis (84 cents) each; chairs (fine wood) reduced from 24 milreis (\$3.36) and 13 milreis (\$1.82) to 20 milreis (\$2.80) and 10 milreis (\$1.40) each; rocking-chairs of fine wood reduced from 32 milreis (\$4.48) and 18 milreis (\$2.52) to 25 milreis (\$3.50) and 14 milreis (\$1.96); beds (fine wood) reduced from 104 milreis (\$14.56), 176 milreis (\$24.64), and 52 milreis (\$7.28) to 80 milreis (\$11.20), 130 milreis (\$18.20), and 40 milreis (\$5.60) each; commodes (fine wood) reduced from 62 milreis (\$8.68), 104 milreis (\$14.56), and 156 milreis (\$21.84) to 48 milreis (\$6.72), 80 milreis (\$11.20), and 120 milreis (\$16.80) each; corks reduced from 400 reis (5.6 cents) to 300 reis (4.2 cents) a kilogram; washstands (fine wood) reduced from 36,400 milreis (\$5.09), 65 milreis (\$9.10), and 109,200 milreis (\$15.28) to 28 milreis (\$3.92), 50 milreis (\$7), and 84 milreis (\$11.76) each; tables (fine woods) reduced from 9,400 milreis (\$1.31), 31 milreis (\$4.34), 109 milreis (\$15.26), and 176 milreis (\$24.64) to 7,200 milreis (\$1.08), 24 milreis (\$3.36), 84 milreis (\$11.76), and 136 milreis (\$19.04); desks (fine wood) reduced from 78 milreis (\$10.92), 171 milreis (\$23.94), and 260 milreis (\$36.40) to 60 milreis (\$8.40), 140 milreis (\$19.60), and 200 milreis (\$28); furniture in general increased from 48 to 50 per cent ad valorem; furniture of fine woods

reduced from 78 per cent to 60 per cent; builders' supplies reduced from 30 per cent to 20 per cent.

Gold, silver, jewelry, etc.—Dentists' gold increased from 15.600 milreis (\$2.18) to 45 milreis (\$6.30) a kilogram; jewelry with precious stones increased from 7 per cent to 15 per cent ad valorem; same, with false stones, increased from 300 reis (4.2 cents) to 400 reis (5.6 cents) a kilogram; dentists' silver reduced from 15.600 milreis (\$2.18) a kilogram to 12 milreis (\$1.68).

Rosin.—Reduced from 1 milreis (14 cents) to 400 reis (5.6 cents) a kilogram. Turpentine, common, reduced from 200 reis (2.8 cents) to 150 reis (2.1 cents) a kilogram.

Whisky, brandy, etc.—Increased from 1.400 milreis (19.6) to 1.500 milreis (21 cents) a kilogram; beer reduced from 1.200 milreis (16.8 cents) to 750 reis (10.5 cents) a kilogram.

Preserved fruits, jellies, etc.—Reduced from 1.500 milreis (21 cents) to 1.200 milreis (16.8 cents) a kilogram.

ELECTION OF PRESIDENT AND VICE-PRESIDENT.

At a general election held in Brazil on March 1, Senhores CAMPOS SALLES and ROSA SILVA were elected, practically unanimously, President and Vice-President, respectively, of the Republic for the ensuing four years. Senhor SALLES is now President of the State of São Paulo and has been eminent in public affairs in Brazil for many years. The inauguration of these officials will take place in November next.

EFFORTS TO MEET COMPETITION IN TRADE.

Mr. WAGSTAFF, British Consul-General at Rio, seeing the danger which threatens the British commercial supremacy in Brazil, has issued a circular letter, in which it is proposed to hold at the Consulate-General, periodical consultations to take steps to meet the conditions with which his countrymen are confronted in that republic. In order that citizens of the United States, concerned in the trade of Rio de Janeiro, and Brazil generally, may appreciate the efforts that are being made by Consul-General WAGSTAFF, the circular is published in full in the BULLETIN:

BRITISH CONSULATE GENERAL,

Rio de Janeiro, January 31, 1898.

The ever-increasing competition in trade is impressing upon all interested in commerce the necessity of neglecting no measures calculated to aid them, not

only in developing their business relations, but even in retaining the degree of success already acquired in the various markets of the world.

The feeling is general among manufacturers, merchants, and the commercial classes of all nations, and the keen interest taken by the British Government in matters affecting the commercial supremacy of our country has been made clear to all.

In different places it has been noticed that commercial associations have been formed with the special object of promoting British interests, and British merchants and shipping agents may consider it advantageous to form some such society, which at meetings held at regular intervals, or when the occasion may require, could discuss for the general benefit questions affecting trade between Great Britain and this country.

In furtherance of such a scheme, Her Majesty's consul-general is prepared to cooperate to the best of his power. He is of the opinion that merchants might hold periodical consultations at the consulate, for which a room will be placed at their disposal, and the proceedings of such meetings and the actions ensuing thereon might form a particular part of the business of the commercial department of the consulate.

CONTRACT FOR COINING NICKEL.

The Government of Brazil has issued a call for bids for the coining of 20,000 contos of reis in nickel coin, of the denominations of 100 and 200 reis. According to the terms of the call, bids will be received at the financial agency of Brazil in London. It specifies that there shall be 50,000,000 pieces of 200 reis and 100,000,000 pieces of 100 reis. The coin shall contain 25 per cent nickel and 75 per cent copper; weight, 15 grammes (231.480 grains) of the 200 reis pieces, and 10 grammes (154.310 grains) of the 100 reis pieces. The whole amount of the coin is to be delivered within eight months from the date of the contract, the bidder giving security in the amount of £10,000 (\$50,000) in the bonds of the Brazilian foreign debt.

NOTE.—The nominal value of the gold milreis is 54.6 cents. The market value of the paper milreis in United States currency is at present 14 cents.

TRADE WITH THE UNITED STATES.

The late Mr. THOMAS L. THOMPSON, Minister of the United States to Brazil, published in the March number of the "Forum" a lengthy and interesting article on the subject of the resources of the country to which he was lately accredited, and the commercial

relations which should exist between the United States and that Republic. From the report, as published, the following extracts are made:

It is remarkable how little the average American business man knows, not only of Brazil, but of the entire continent south of him. He does not realize that the link is nearly formed by which he may ride across the continent, from Valparaiso to Buenos Ayres, in a railway coach with accommodations equal to those of the best Pullman car. * * * While seeking in the Far East for consumers of his surplus products of farm and factory, the average American overlooks the opportunities open to his enterprise and sagacity in the continent which lies, comparatively speaking, at the threshold of his factory and the gateway of his farm. At the same time he fails utterly to realize that the United States—the chief consumer of South American products—is paying, by way of exchange, a vast tribute to Europe, not merely on what is taken from her nearest and most natural market for her own products, but on all she sells there. If intelligently utilized, not only would the semi-home markets of South America save to the American consumer what he now pays in exchange to his more enterprising European competitor who has forestalled him in the exploration and development of the vast resources of the southern republics, but they would in time turn the overwhelmingly adverse balance of trade to the credit of the United States. * * *

To-day the leading commercial city of Brazil, Rio de Janeiro, with a population of nearly 750,000 souls, contains but one strictly American mercantile house supported by any considerable amount of capital. In the entire Republic, with a population of 16,000,000, only two such houses exist. The American colony, registered, numbers probably 1,500, embracing a few coffee buyers (agents only), farmers, clerks, mechanics, dentists, and other professional men scattered over the country; while the British, French, German, Portuguese, and Spanish colonies number, respectively, in the order named, many thousand inhabitants, representing hundreds of millions of dollars placed in mercantile, banking, mining, transportation, and other pursuits which yield remunerative dividends. * * * I believe that Brazil offers many good openings to energy and enterprise if properly guided by administrative capacity and duly supported by capital. It is obvious, in particular, that a large number of energetic and intelligent Americans engaged in industrial pursuits in Brazil would have an enormous influence in developing the natural resources, and, consequently, in increasing the purchasing power of the country, as well as in directing trade toward the United States.

BUSINESS OPPORTUNITIES.

Mr. CHARLES P. KING, an American, residing in Rio de Janeiro, engaged in the commission business, gives the following advice, in the "Farm Machinery," regarding business prospects for young men in Brazil. He considers it impracticable for any one to go

to Brazil without sufficient capital to establish himself, but for those who have the means he says:

There is a splendid opportunity offered to establish almost every kind of manufacturing business. The people hardly produce a thing that they use. Clothing, dry goods, boots and shoes, hardware, farming implements—in fact, everything of the most ordinary use is brought in from abroad. The reason there is a grand chance to make money by manufacturing in Brazil is that the high tariff on imported goods enables the home manufacturer to sell at a tremendous profit.

The United States gets but a small share of the trade of the Republic, and there is no American line of merchant vessels running to Brazilian ports. If our manufacturers and merchants pursued a wiser policy, an enormous amount of business could be done between the two countries. In the first place, it is necessary to do as the English, Germans, and French do; these people have their regularly established agencies, and they keep men in charge who can speak the language of the country. An American merchant sends one of his drummers to Brazil, who is ignorant of the customs of the land and can't speak a word of Portuguese. He comes back and reports there is no business in the country, for he couldn't do a thing in the way of selling goods when he had to employ signs and gestures to convey his meaning. Again, the Europeans give the local merchants long credits. For years this has been the rule, and the South Americans dislike the American way of wanting cash in thirty days. As long as they can get accommodated by others they prefer not to deal with a country that is so insistent on speedy payments. Of course, the Englishmen and Germans who give extended credits get a handsome profit for waiting, and the risk they take is small. There is no reason why Americans should not adopt the same policy, and they will have to do it in order to capture the trade.

COLOMBIA.

MINERAL RESOURCES.

South Africa, Australia, and other remote parts of the world have of late years withdrawn the attention of persons in the United States and on the European Continent from the vast undeveloped regions of mineral riches lying near their doors. The conditions existing in these far-off lands having finally resolved themselves into their normal conditions, leaves enterprise to seek channels for its efforts nearer home. The Republic of Colombia at the present time offers great opportunities and attractions in this special field. Within the last few weeks several new companies have been

formed in London and on the Continent to develop the marvelous mineral resources of the country.

The "Engineering and Mining Journal," published in the city of New York, in its issue of April 30, contains a lengthy and instructive account from the pen of Mr. FRANCIS C. NICHOLAS, of the gold fields of Colombia and the work that is now in progress there. Coming from so reliable a source, the following extracts from the report of Mr. NICHOLAS are given place in the MONTHLY BULLETIN:

The statements here presented are based on explorations in Colombia, extending from the Gulf of Darien across country to the Pacific below Buenaventura; from the eastern limits of the Republic near Venezuela across to the Magdalena River, and from the north coast to the interior regions of the Andes. In a general way Colombia can be divided in four periods of geological formation:

1. The gold-bearing regions, extending from Ecuador down through the west central part of the country, through Antioquia, across the Magdalena River to a part of the State of Santander, and terminating in the upper districts of the State of Bolivar.

2. Ranges of mountains on either side of the gold regions, exposing uptilted sediments, nonauriferous themselves, but carrying placer deposits apparently originating in the adjacent gold regions.

3. The vast regions north of the mountains and southeast toward the Amazon, where there are low sediments, swamps, and sienegas of little interest to the gold miner.

4. The massive isolated ranges of the Sierra Nevada de Santa Marta, situated along the eastern part of the north coast.

A detailed description would show numerous exceptions to these general outlines. For example, in the eastern ranges of mountains toward Venezuela there are masses of eruptive rocks and violent seismic actions are frequent; in the western ranges there are intrusive igneous formations, and the Isthmus of Panama, in many respects different from other portions of Colombia, is not included.

* * * * *

There are undoubtedly most valuable gold placers in Colombia, some formed by the direct erosion that is taking place in the gold-bearing regions and others by secondary movements among deposits that have been thrown out of their original positions, and in such formations the question to be considered is the amount of country eroded to form concentrations and auriferous deposits. This applies also to the rivers, some of which unquestionably contain great quantities of gold. Unfortunately, however, the bed rock is very soft and the currents have generally eroded to such depth that it is impossible to turn them. Some of the rivers are well situated for this kind of mining venture, but in con-

sidering such undertakings it should be remembered that frequently the rivers do not cut gold-bearing formations, and under such conditions the important point to consider is the extent of surface material that has been washed into the river; and naturally the amount of material brought down to a river favorably situated for turning is not so great as in the lower rivers draining a more extended country.

These statements are simply a general outline of certain conditions relating to the gold mines of Colombia as found in the geological divisions noted.

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Referring in a general way to the gold mines of Colombia, caution is required in selecting among the thousands and thousands of mines that have been taken up, and are now seeking a market. The laws by which such property can be acquired in Colombia are very liberal, and it costs but little to secure title. For this reason owners are numerous, and for the benefit of prospectors it can be stated that the country has been pretty well occupied, but investors or syndicates would find excellent material to work on with very liberal terms from owners who can not hope to develop their mines themselves.

It may be interesting for Americans who remember the speculation and disastrous failure of El Christo Mining Company to know that this property is still producing, and has been on a paying basis for some years. This mine, after the company had failed, was taken for unpaid salaries of employees in Colombia. They disposed of the property to an English syndicate, who worked it, and in three months paid the purchase money and all expenses out of a rich strike, and the property has given handsome returns since then, and is still paying, though it is a silver mine and consequently at a disadvantage.

The mining regions of the State of Tolima, where El Christo is situated, are all within two or three days' travel from the city of Honda. Other silver mines are being operated in this district, notably the old Frias mine, which many people consider the best equipped property in South America. It is reported to be paying £40,000 to £50,000 a year on the basis of silver at 50 cents per ounce.

El Rosario mine is being worked by an English company at a good profit, and is considered a very rich property. The Calamante mine is also being worked by an English company, and though the ore is low grade the property yields good returns. All these are silver mines operated by concentrating their ores, and shipping the product to England for treatment.

The old Santa Ana mine, which has been worked since 1826, is probably to be reopened. It belongs to the Government, and has been leased to English parties. The workings are down perhaps 1,000 feet, and the ores are suitable for smelting on the property. This is the mine that formerly supplied the fine silver out of which the old Colombian coins were made, and which gave them a premium over all others.

The State of Tolima has extensive gold placer deposits, some of which are being worked to good advantage. The property of an English company, the Colombian Hydraulic, known as Mal Paso, is still giving excellent results.

Recently the workings cut through a false bed rock of clay and shales and struck extensive deposits of rich cemented gravels.

Another English company is operating a mine known as La Rica, where there are extensive beds of low-grade gravel under very favorable conditions, and the property is paying well.

The Cajongra mine is being operated by an American owner, and so far has paid expenses while working up to the better parts of the gravel banks. The monitors are now cutting against good gravel, and favorable results are expected in the next clean up. The mines known as Orita and Malbar are being worked by English companies at a small profit. They have extensive gravel banks and plenty of water. The Barito and Tablaza mines are also being worked by English companies, but so far have not returned a profit. An English company has bought and is preparing to open the Paroquio mines, where there is plenty of water and prospects are excellent.

The Pavas mine is being worked by a French company, which has brought water across the Guarino River by a siphon with a drop of 2,000 feet, very heavy tubing being used at the bottom; but when the water was turned on it spouted out with great force through the iron itself, though no openings could be seen. The joints were tight and the pipes were strengthened with iron bands. The property has quantities of rich gravel, but results have not been reported. A German company is working the Purnio mines. They have rich gravel, but no dump, and are using some patent process, and are keeping results a secret. They are supposed to be making good money, and appear to be well satisfied with themselves.

There is still a great extent of placer ground in Tolima that is not being operated, but it is nearly all in the hands of different native owners, who are waiting for an opportunity to dispose of their holdings.

In the State of Antioquia there are great numbers of mines that are being worked in a small way with rough machinery, and are yielding good returns. The Pedro mine is probably the best of them, and working selected gravel pays some \$5,000 per month; and from this various quartz and placer properties are worked for profits as low as \$500 per annum, but \$1,000 to \$3,000 per month is the ordinary return for many of them. Along all the rivers there are numbers of people washing gold in the dry season at a profit of \$1 to \$2 per day, with an occasional run of better luck.

The shipments of gold from Medellin, the capital of the State, are averaging about \$300,000 per month, and about February 23 a pack train of mules delivered \$1,240,000 worth of gold at Puerto Barrio from interior points, said to have come mostly from the Crystas mine, operated by a French company. La Pluma mine, worked by an English company, is also giving excellent returns.

Mining interests are probably more active in Antioquia than in any other part of the Republic, but on account of the very rich deposits, native efforts, satisfied with crude methods, are more abundant than foreign companies carrying modern equipment.

In lower Antioquia, along the Cauca and Nache rivers, considerable mining

is being done, and one or two large English companies are operating quartz properties. The gold is shipped directly to Barranquilla. There is said to be plenty of unoccupied ground in Antioquia, but it is my opinion that all the best places have been taken up.

From the Choco regions in western Colombia small workings and hand washings are producing about \$500,000 per annum, and in the southern part of the State of Cauca considerable work is being done, mostly by hand labor and ground sluicing.

RAILWAY CONTRACT.

The Department of State has received from Minister HART, under date of Bogota, March 8, a copy of a contract given to Señor JUAN BAUTISTA MANNERO Y TRUCCO for the construction of a railroad from the port of Girardot to the savanna of Bogota.

The concessionary binds himself to construct the Girardot railroad and deliver it finished at the end of five years. He is to change the present gauge to one of 1 meter (39.37 inches), and to complete all the works and terrepleins necessary; also to exchange the rails of the line for rails weighing 20 kilograms (44 pounds) a linear meter; the locomotives for others not weighing less than 30 tons each, and the remainder of the rolling stock suitable for a road of 1 meter gauge; this work to be included in the five years' contract. The first 10 kilometers (6.215 miles) from Juntas de Apulo toward Bogota must be constructed within one year from the date of contract. For failure to comply, unless the delay be proven unavoidable to the satisfaction of the Government, the contract will be forfeited.

All of the rolling stock of the line now in construction and use must be repaired and renewed in part within eight months after the approval of the contract, so that on said date there shall be in perfect condition, 3 repaired locomotives, 1 new 25-ton locomotive, 2 first-class passenger cars, 3 second-class passenger cars, 20 freight cars, and 4 stock cars. The warehouse at the port of Girardot must be enlarged sufficiently to meet the necessities of traffic.

A personal bond for \$50,000 gold, made acceptable to the minister of Hacienda, must be given, which will revert to the Colombian treasury if the concessionary fails to fulfill all of the obligations of the contract.

GUATEMALA.

OPPORTUNITIES FOR INCREASING TRADE.

From a very interesting correspondence on the climate, soil, products, etc., of Guatemala, published in the "Farm Implement News" (Chicago), in its issue of March 24, the following extracts are taken as bearing upon the possibilities of further developing the trade of the United States with that country:

Matters here are improving. The new administration, organized immediately after the assassination of Barrios, has acted with much wisdom and moderation, and, being supported by the Congress now in session, confidence seems to be fully restored and the Republic is everywhere quiet. The heavy fall in exchange during the past two weeks is the best evidence that the crisis is past and no disturbance is anticipated. Business has improved lately on account of the coffee crop—the chief dependence of the country—having turned out better than was expected and the price having largely advanced. The effect is like that of a big wheat crop in our country and consequent advance in prices. With improving times and a satisfactory administration there is no reason to expect any political disturbances, and the Republic ought to make better progress in the development of her great natural resources.

* * * * *

The soils of Guatemala are generally rich and exceedingly productive, the products varying according to the altitude and temperature, of course. Tropical fruits, rice, cotton, cocoa, india rubber, vanilla, etc., are produced in the hot zone; coffee, sugar, corn, tobacco, beans, grapes, etc., in the temperate zone, and wheat, oats, barley, etc., in the cold zone. Subtropical fruits are produced everywhere; and as the valleys in the upper zones fall below the average altitude and are rich and warm nearly all kinds of products may be found in the same neighborhood or local market. No finer oranges or lemons can be produced in any country.

Though all the products mentioned can be raised with profit and in profusion, coffee is the main dependence of the country, because it yields more money with less application of labor than any. Cattle, also, are largely raised for the same reason. In fact, the scarcity of labor has greatly retarded the development of agriculture, as the Indians or native laborers are not naturally disposed to work or hire, and therefore inflow of foreign labor is much needed and desired. The mines of gold and silver and the forests of precious woods are other sources of wealth which remain generally undeveloped on account of this scarcity of labor. The people, as in Mexico and other Latin-American countries, are whites, Indians, and mixtures, the whites—including all those who claim to be—comprising about one-third of the population.

Coffee is the principal export, though a considerable amount in the aggregate

of hides, leather, sugar, lumber, and fruits is exported; but all the best coffee is sent to Europe. The principal articles imported are cotton and woolen goods, iron and its manufactures, machinery, furniture, flour, preserved meats, drugs and medicines, and wines and liquors. Most of these, except flour, are imported from Europe, because the trade is mostly in the hands of Europeans resident here, Germans generally, and because there are no adequate means of transportation between Guatemala and the United States.

The completion of the Northern Railway between Guatemala City and Puerto Barrios on the Atlantic waters will open direct communication with the United States, and the Atlantic lines of transportation will let in goods from that direction. Of this road 135 miles have been constructed and put in operation, and 60 remain to be built, and as the life and progress of the country depend upon its completion, the delay in the work on account of President BARRIOS's assassination can not be long maintained. When completed, the products of the United States will pour in here from across the Gulf and from the Atlantic ports, and American tourists will come to enjoy this delightful climate and magnificent scenery.

Although this country is so rich in agricultural resources and possibilities, the demand for farm implements will never be large here. The surface is too broken and uneven for any extensive use of harvesting, cultivating, and planting machinery; but there ought to be a considerable demand for plows and small cultivating implements, for windmills, sugar machinery, barb wire, nails, hardware, etc., and these should all come from the United States. They are now on the markets here, but are mostly of European make. I have seen quite a number of windmills in use, and these are nearly all American, several from Chicago, having come around by the way of San Francisco. When the Northern road is completed, such goods will go via New Orleans and across the Gulf to Puerto Barrios, as direct a route as can be made.

RAILWAY AND STEAMSHIP ENTERPRISES.

Consul-General BEAUPRÉ, writing from Guatemala, under date of April 2, 1898, advises the Department of State that on the 23d ultimo the National Assembly of Guatemala formally authorized President CABRERA to lease or sell the Northern Railroad of Guatemala, or make such arrangements as will insure its completion at the earliest date possible and on terms most advantageous to the nation.

As has been repeatedly stated in the MONTHLY BULLETIN, the building of this road is the most important enterprise which has been undertaken in Guatemala for a great while. The project originated with the late President BARRIOS and was a favorite scheme during his tenure of office. The road is now completed from Puerto Barrios, on the Gulf of Honduras, to San Augustine; the remaining distance to Guatemala City has been surveyed,

the route located, and the practicability of its construction fully demonstrated.

When completed, the road will render accessible the richest coffee-producing sections of the Republic, also open up the rich mineral regions and forests, and it is anticipated will give to this part of the country the possibilities for development so long desired.

Puerto Barrios is about 800 miles from New Orleans, and with the opening to traffic of this new road, American merchandise can be transported with facility, and American merchants can travel comfortably and quickly to the markets of Guatemala, and consequently the trade of the United States will greatly increase.

Consul-General BEAUPRÉ, in speaking of the opportunity to buy or lease the road, says:

The value of this railroad as an investment is well understood by foreign capitalists, and I believe there is not the slightest doubt of its completion within three years. It would be well for Americans who desire to place money in foreign enterprises to investigate the railroad. A valuable concession can be had, and the completed road purchased for less than half its original cost.

The National Assembly also empowered the President to enter into a contract with the Pacific Steam Navigation Company, an English corporation, and the Chilean Compania Sud Americana de Vapores to transport the mails between the Guatemalan port of Ocos and Chile; the consideration being \$15,000 per year, to be increased to \$30,000 when these steamers shall extend their service to San Francisco.

It has been noted in a previous number of the MONTHLY BULLETIN that these two steamship lines, which formerly made Panama their northern terminus, had recently extended their route to Central American ports with the ultimate purpose of going to San Francisco.

As supplemental to the above statement, Consul-General BEAUPRÉ notifies the Department of State, under date of April 6, that the Guatemalan Government has made a contract with Messrs. May and Jekyll, citizens of the United States, to operate the Northern Railroad, receiving from the Government a bonus of \$40,000 per month. Mr. J. T. Norton, an American, has been appointed general manager, with official headquarters at Puerto Barrios. The contract went into effect April 15,

COMMERCIAL CONDITIONS.

According to a French official report, published in the "Nouveau Monde," the value of the exports of Guatemala in the year 1896, as well as in the several preceding years, greatly exceeded the imports, the exports representing 23,085,000 piastres and the imports 9,143,000 piastres. The report states that the greater part of the coffee interests are owned by Germans, most of whom are nonresidents of the country; consequently the proceeds, to a great extent, are sent to Germany instead of being expended in the country.

The German interests in Guatemala are estimated at more than 150,000,000 marks (\$6,250,000 United States currency). The Germans have done much for Guatemala in developing the agricultural resources of the country.

NOTE.—The Guatemalan piastre (peso) was estimated by the Director of the United States Mint, on October 1, 1897, to be worth $42\frac{1}{2}$ cents United States currency.

HONDURAS.

CONCESSION FOR OPENING AND NAVIGATING THE PATUCA RIVER.

MR. W. M. LITTLE, United States Consul at Tegucigalpa, in a communication dated March 31, informs the Bureau that at the last regular session of the congress of Honduras, a concession was granted to JOHN E. WOOD and associates, of Cleveland, Ohio, for opening the entrance to the Patuca River and for navigation of the stream. Following is a brief outline of the conditions of the concession:

The contractor is obligated to make a channel to the mouth of the river which will admit ocean-going vessels of lighter draft, and build a wharf and custom-house. He is also authorized to establish and operate a line of steamers from the mouth of the river to a point about 150 miles above.

In consideration of the fulfillment of the stipulations above enumerated, the concessionaire shall receive the wharfage dues on all articles whatever for export or import that enter the river; the

exclusive right of navigating the river by steamers, or otherwise, for a period of ten years; also preferences in concessions for constructing a railroad from the head of navigation, indicated above, to all points in the Department of Olancho, and certain advantageous terms for colonizing that portion of the country. He shall also receive the title to 100,000 hectares (247,110 acres) of national lands.

Consul LITTLE reports that the Patuca River is the most important stream in the country, and that if the proposed scheme of navigating it is carried out steam transportation will be established with what is considered to be the richest agricultural section of Honduras.

MEXICO.

POINTS FROM THE PRESIDENT'S MESSAGE.

President DÍAZ delivered his message at the opening of the regular session of the Mexican Congress on April 1. He congratulates the country upon the continuance of favorable and friendly relations with the various nations, which have existed for the past years.

On the subject of public instruction the message states:

The half-yearly examinations in the institutions of higher primary education of the capital, of the heads of prefectures, and of the territories were conducted with regularity, as were also the final yearly examinations in all the elementary schools. The number of the latter has increased considerably, and the total matriculations, without including the reports from the southern district of Lower California, which have not been received, reached the figure of 56,638 pupils. The national schools, almost in their entirety, are abundantly supplied with the necessary furniture and paraphernalia.

On the subject of mining the President says:

The status of the mining industry of the Republic is satisfactory. During the period covered by this message 957 new grants have been issued, covering 8,297 claims of one hectare each, the grants issued pursuant to the new law in the premises amounting to 7,476, comprising an area of 58,543 hectares.

The exports of minerals continue on the increase, for by the data published up to this time it may be seen that the value of the minerals exported during the months from June to November last reached 39,000,000 pesos in round numbers, as against a little more than 28,000,000 in the same half-year of 1896. In these exports silver figures to the value of 34,000,000 pesos; gold to the

value of over 3,000,000, and lead to the value of 1,200,000 pesos. Antimony and zinc metals also appear among the exports.

An idea of the movement of the mining industry is conveyed by the activity displayed in some of the great metallurgical establishments founded under Government concessions. The central smelter of Aguascalientes received for treatment, during the fiscal year 1896-97, 102,349 metric tons of ore. In the same period the San Luis Potosi smelter treated 57,653 tons, and the Great Monterey smelter 185,730 tons. The Velardeña establishment in Durango treated 53,240 tons. The Boleo Company in Lower California smelted 171,000 tons of copper ore, and the Mazapil Company 15,000 tons of copper and silver ore.

The President reports agriculture to be in a most forward and favorable state. Good crops were obtained during the past year, which will lend encouragement in this important industry for the future. The value of agricultural products in the year 1896 is stated as amounting to 221,000,000 pesos, exclusive of cattle, products of the forests, and of fruits.

The Department of Promotion has had an increased number of demands for concessions to use waters subject to Federal jurisdiction for the purposes of irrigation and motive power. These concessions have been liberally granted, having for their purpose the development of a most important and valuable feature of public welfare.

The message states that during the period intervening since the last meeting of Congress 419,000 hectares of public lands have been issued under proper patents to private uses.

On the subject of colonization, the President states, in effect, that some good results have been accomplished, but not such as the opportunities and possibilities of the country apparently offered. There is a great need of foreign immigration composed of persons with some capital, and possessed of an industrial purpose to develop the opportunities which the country affords.

Much has been done and much work still remains to be done in improving the principal seaports of the country. The Vera Cruz Harbor works are being prosecuted with great energy and regularity; these have progressed to the extent that coastwise steamers already moor alongside the wharves. Within a reasonable time the extensive breakwaters, which are under contract of construction by Messrs. PEARSON & SONS, will have been completed, and the harbor of Vera Cruz will become then one of the finest and most convenient in the world. The building of the

waterways and breakwaters at Tampico is also progressing satisfactorily. At the port of Coatzacoalcos the channel has been made 4 meters deep at half tide, which enables steamers of good draft to cross the bar and enter the river. A contract has been made with PEARSON & SONS to make a good harbor, with suitable piers, at Salina Cruz, the Pacific terminus of the Tehuantepec Railroad. A steamship line has been established between Vera Cruz and Port Arthur, touching at Tampico and Galveston.

The message states that since September, 1897, there have been constructed 350 kilometers of railroad. The total length of railroad lines in the Republic at present is 11,364 kilometers; this mileage is stated as being something less than that given in the last Presidential message, and is explained by the fact that several companies have been permitted to discontinue the operation of their lines on the ground that they were not profitable. The street-railway lines have been extended 234 kilometers.

The sale of postage stamps demonstrates the fact that the amount of mail matter has very largely increased within the last six months. The postal money orders show an increase of 40 per cent; the number of new post-offices and postal agencies have been greatly increased. The federal telegraph system has been enlarged and greatly improved. Since September, 576 kilometers of new lines have been built and old lines improved.

On the subject of finance, the President states that no important change has taken place in the economical status of the country or of the federal treasury. With respect to banks, it is stated that the present banking law has continued to meet the expectations of the Executive; the Republic now has 13 banks of issue in operation, and 2 great national banks doing business in the capital, having numerous branches throughout the country.

STEEL WORKS IN CHIHUAHUA.

It is stated in the "Iron Trade Review" that the Wellman Seaver Engineering Company has contracted to build a new basic open hearth steel works at Chihuahua, Mexico. The United States will furnish the greater portion of the capital and a new company has undertaken the enterprise. This will be the first plant to manufacture steel in the Republic of Mexico. It will

be modern in every respect, with the most improved labor-saving appliances.

The Compañía Industrial Mexicana now operates a rolling mill at Chihuahua, which was started in 1892. The equipment consists of two Siemens gas-heating furnaces, three trains of rolls (8, 12, and 20 inch), one 1,500-pound hammer, and seven cut nail machines. The annual capacity is 10,000 tons of merchant bar iron, bolts, nuts, washers, and horseshoes, and 12,000 kegs of nails. Scrap furnishes the raw material, of which there is an abundance in Mexico. The projected open hearth plant will be situated close to the rolling mill, and scrap will be used for the most part in making steel. There are local deposits of hard ore, but they have not been developed.

FINANCES AND INDUSTRIES.*

Under date of January 28, 1898, Hon. POWELL CLAYTON, United States minister to Mexico, forwards to the Department of State a statement explanatory of the items contained in the budget for the fiscal year 1898-99 proposed to the Mexican Congress by Mr. LIMANTOUR, Secretary of the Treasury.

The total revenue for the year, based upon the usual estimates, is given at \$51,659,500, or \$549,383 in excess of the past fiscal year. In order, however, to meet a small anticipated deficit, an excise duty on the manufacture of alcoholic beverages was decided upon. This tax is estimated to yield \$450,000, thus bringing the total revenue up to \$52,109,500. The estimated total expenditures of the Government amount to \$52,089,484.45. The budget, therefore, as proposed, shows a surplus of \$20,015.55. Taking into consideration the abundant harvest of the past year, Mr. LIMANTOUR expects a large increase in the purchase of foreign goods during the fiscal year under consideration and a corresponding increase in the revenue from import duties; also from the internal stamp tax growing out of an enlarged domestic trade.

The receipts from export duties are placed at \$1,393,000, derived as follows:

* In this report the estimates are given in the currency of Mexico. The value of the Mexican peso (dollar) is, according to the valuation given by the United States Director of the Mint January 1, 1898, 46 cents in the currency of the United States.

Articles.	Receipts (silver).
Native building timber, cabinet woods, dyewoods, and mulberry, and transit of foreign woods (an average of receipts for the past two years).	\$225,000
Zacaton root, an increasing product, same figure as last year.....	25,000
Chicle, the same.....	42,000
Archil, the exportation of which is about ended.....	1,000
Sisal hemp, the same as last year.....	350,000
Aloe fiber, same as product of last year.....	43,000
Hides and skins of all kinds, constantly increasing, same as for year 1896-97.....	77,000
Coffee, based on an exportation of 18,000,000 kilograms (39,682,800 pounds).....	630,000
Total export receipts.....	1,393,000

Under the head "sundry taxes on foreign commerce," based on the receipts of former years, the following revenue is anticipated:

Description.	Receipts (silver).
Two per cent for port works on \$21,500,000 import duties.....	\$430,000
Special port dues.....	47,000
Tonnage, light-house, warehouse, guard dues.....	100,000
Navigation patents.....	1,000
Pilotage and port offices.....	42,000
Bills of health.....	72,000
Consular invoices.....	227,000
Certificates issued by consulates and legations.....	8,000
Dues used for roofing the mole in Vera Cruz.....	27,000
Total.....	954,000

Receipts from sale of revenue stamps is estimated at \$6,885,000, the same as for the present fiscal year. The revenue to be derived from the various States to the national treasury is placed at \$5,450,000, which amount corresponds to that of the fiscal year 1895-96.

Speaking of gold and silver mining, Mr. LIMANTOUR states that the fall in silver has not prevented an increased production of that metal in Mexico, while in other countries mines are closed down. He attributes this to a growing information concerning Mexico's mineral resources and improved methods of working ores, and the working of cheaper grade ores; and he makes the assertion that the extraction of silver could be carried on at a profit even should the price become still lower. The production of gold having increased also, the mining tax derived from this source is expected

to show a slight increase over that of the past fiscal year. It is estimated that from this source there will be derived a revenue amounting to \$2,730,000. The estimate for the tobacco tax is the same as that of the previous year—\$1,225,000. The tax on alcohol is placed at \$818,000.

The total receipts from stamp duties of all kinds is calculated at \$20,000,000. Coinage, assay, and kindred fees are estimated at \$1,260,000, and from trade-marks and patents a yield of \$20,000 is anticipated.

The estimated Federal revenue to be derived from direct taxes in the Federal District and Territories is placed at \$2,511,000, a slight increase over the receipts of the past year.

The Tehuantepec railway is counted on for \$180,000.

The report embodies various other items yielding revenue to the Government. Only the leading ones are enumerated here.

EXPENDITURES.

The table below shows the expenditures allotted to the several departments of the public service. It will be noted that the budget for the next fiscal year calls for expenditures amounting to \$1,707,500 in excess of the current year. But it should be borne in mind that extensive improvements contracted for the harbors of Vera Cruz, Tampico, Coatzacoalcos, Salina Cruz, and other public enterprises account for a very large share of this sum. Besides, the estimates are based on 46 cents as the value of the peso for the coming fiscal year, while for the current year the exchange rate was based on 48 cents, this difference alone amounting to \$636,320.

Department.	Budget, 1897-98 (silver).	Budget, 1898-99 (silver).
Legislative	\$1, 018, 643. 90	\$1, 018, 643. 90
Executive	80, 968. 60	80, 968. 60
Judicial	433, 051. 80	444, 654. 15
Foreign affairs	531, 741. 50	543, 467. 55
Home affairs.....	3, 652, 817. 45	3, 685, 272. 85
Justice	2, 258, 052. 85	2, 311, 560. 75
Fomento	742, 973. 11	741, 874. 66
Communication	5, 450, 217. 45	5, 627, 544. 09
Treasury administration	6, 069, 552. 85	6, 121, 229. 90
Public debt.....	18, 853, 768. 00	19, 964, 268. 00
War.....	11, 450, 196. 47	11, 750, 000. 00
Total.....	50, 581, 983. 98	52, 289, 484. 45

Department.	Increase (silver).	Decrease (silver).
Judicial	\$1, 602. 35	.....
Foreign affairs	11, 726. 05	.....
Home affairs	32, 455. 40	.....
Justice	23, 507. 90	.....
Fomento		\$1, 098. 45
Communication	177, 326. 64	.....
Treasury administration	51, 677. 05	.....
Public debt	1, 110, 500. 00	.....
War	299, 803. 53	.....
Total	1, 708, 598. 92	1, 098. 45

ROUTES TO THE PRINCIPAL COMMERCIAL CENTERS.

The following statement shows the several routes by which merchandise may be entered and shipped to the principal markets of the country:

TO CITY OF MEXICO.

Via port of Vera Cruz and the Mexican or the Mexican Interoceanic Railway.

Via port of Tampico and the Mexican Central Railway.

Via the frontier Custom-House of Laredo and the Mexican National Railway.

Via the frontier Custom-House of Piedras Negras and the Mexican International and Central Railways.

Via the frontier Custom-House of Paso del Norte and the Mexican Central Railway.

TO GUADALAJARA.

Via the port of Vera Cruz and City of Mexico and from there by the Mexican Central Railway.

Via the port of Tampico and the Mexican Central Railway.

Via the frontier custom-house of Piedras Negras and the Mexican International and Central railways.

Via the frontier custom-house of Paso del Norte and the Mexican Central Railway.

TO PUEBLA.

Via the port of Vera Cruz and the Mexican or the Mexican Interoceanic Railway.

Via either of the northern frontier custom-houses, through the City of Mexico, and the Mexican or Mexican Interoceanic Railway.

TO SAN LUIS POTOSI.

Via the port of Tampico and the Mexican Central Railway.

Via the frontier custom-house of Laredo and the Mexican National Railway.

TO MONTEREY.

Via the port of Tampico and the Monterey and Gulf Railway.

Via the frontier custom-house of Laredo and the Mexican National Railway.

TO CHIHUAHUA.

Via the frontier custom-house of Paso del Norte and the Mexican Central Railway.

Via the port of Tampico and the Mexican Central Railway.

Via the port of Vera Cruz and the City of Mexico, thence by the Mexican Central Railway.

TO DURANGO.

Via the frontier custom-house of Piedras Negras and the Mexican International Railway.

Via the port of Vera Cruz and the City of Mexico, thence by the Mexican Central and International Railways.

Via the port of Tampico and the Mexican Central and International Railways.

TO OAXACA.

Via the port of Vera Cruz and the city of Puebla and from there by the Mexican Southern Railway.

Via either of the northern frontier custom-houses and the City of Mexico to Puebla, thence by the Mexican Southern Railway.

SANTO DOMINGO.

INCREASE OF TARIFF.

The Dominican Government has made the following changes in the customs tariff of that country, taking effect on April 1, 1898:

ART. 1. That there be created a surtax of 10 per cent on the customs dues existing at present, destined exclusively for the guaranty and payment of the obligations contracted by the Government with the operations which are being carried on in the conversion of the foreign debt denominated "consolidated gold bonds, 4 per cent, 1893," and the "French-American reclamation consols, 1895."

ART. 2. The time during which the surtax decreed in the foregoing article shall be applied shall be left to the discretion of the Executive and regulated as he may deem advisable.

UNITED STATES.

TRADE WITH LATIN-AMERICA.

STATEMENT OF IMPORTS AND EXPORTS.

Following is the latest statement from figures compiled by the Bureau of Statistics, United States Treasury Department, showing the value of the trade between the United States and the Latin-American countries. The report is for the month of February, 1898, corrected to April 1, 1898, with a comparative statement for the corresponding month of the previous year; also for the eight months ending February 28, 1898, compared with the corresponding period of the fiscal year 1897. It should be explained that the figures from the various custom-houses showing imports and exports for any one month are not received at the Treasury Department until about the 20th of the following month, and some time is necessarily consumed in compilation and printing, so that the returns for February, for example, are not published until some time in April.

IMPORTS OF MERCHANDISE BY THE UNITED STATES.

Articles and countries.	February—		Eight months ending February—	
	1897.	1898.	1897.	1898.
Chemicals:				
Logwood (<i>Palo campeche; Páu campeche; Campêche</i>)—				
Mexico.....			\$8, 525	\$20, 130
Central America.....			7, 535	.....
Coal, bituminous (<i>Carbón bituminoso; Carvão betuminoso; Charbon de terre</i>):				
Mexico.	\$16, 708	\$12, 205	128, 510	125, 790
Cocoa (<i>Cacao; Coco ou Cacão cru; Cacao</i>):				
Brazil	17, 127	45, 280	264, 727	145, 361
Other South America.....	22, 393	106, 452	605, 806	714, 313
Coffee (<i>Café; Cafê; Cafè</i>):				
Central America.....	1, 076, 815	697, 362	2, 114, 096	1, 818, 559
Mexico	640, 345	513, 746	1, 569, 851	1, 952, 748
Brazil.....	4, 735, 974	2, 743, 088	36, 995, 247	29, 096, 065
Other South America.....	1, 210, 725	568, 563	7, 728, 492	5, 854, 813

IMPORTS OF MERCHANDISE BY THE UNITED STATES.

Articles and countries.	February—		Eight months ending February—	
	1897.	1898.	1897.	1898.
Cotton, unmanufactured (<i>Algodón en rama; Algodão em rama; Coton, non manufacturé</i>):				
South America	\$11, 544	\$21, 633	\$66, 658	\$59, 579
Fibers:				
Sisal grass (<i>Henequén; Henequen; Hennequen</i>)—				
Mexico	465, 665	342, 838	2, 564, 026	2, 660, 441
Fruits:				
Bananas (<i>Plátanos; Bananas; Bananes</i>)—				
Central America.....	70, 249	95, 259	774, 608	846, 979
South America.....	35, 420	36, 439	334, 220	334, 898
Oranges (<i>Naranjas; Laranjas; Oranges</i>)—				
Mexico	1, 321	175	252, 282	134, 373
Furskins (<i>Pieles finas; Pelles; Fourrures</i>):				
South America			16, 066	31, 973
Hides and skins (<i>Cueros y pieles; Couros e pelles; Cuirs et peaux</i>):				
Central America.....	16, 847	17, 588	166, 188	132, 072
Mexico	219, 440	194, 808	991, 745	1, 128, 979
South America	1, 164, 921	730, 038	5, 258, 837	5, 604, 830
India rubber, crude (<i>Goma elástica cruda; Borracha crúa; Caoutchouc, brut</i>):				
Central America.....	33, 357	26, 475	307, 112	279, 959
Mexico	1, 182	3, 053	17, 458	20, 676
Brazil.....	2, 029, 294	2, 231, 090	7, 693, 367	11, 057, 636
Other South America.....	37, 617	49, 716	340, 550	427, 603
Lead, in pigs and bars, etc. (<i>Plomo en galápagos, barras, etc.; Chumbo em linguados, barras, etc.; Plombs, en saumons, en barres, etc.</i>):				
Mexico	99, 772	154, 649	935, 088	1, 129, 684
Sugar, not above No. 16 Dutch standard (<i>Açúcar, no superior al No. 16 de la escala holandesa; Assucar não superior ao No. 16 de padrão holandez; Sucre, pas au-dessus du type hollandais No. 16</i>):				
Mexico	1, 296	2, 451	12, 045	9, 527
Brazil	555, 330	623, 493	1, 521, 234	1, 080, 010
Other South America	585, 032	685, 702	3, 687, 060	2, 836, 980
Tobacco, leaf (<i>Tabaco en rama; Tabaco em folha; Tabac en feuilles</i>):				
Mexico	24, 725	4, 451	204, 604	192, 530

IMPORTS OF MERCHANDISE BY THE UNITED STATES.

Articles and countries.	February—		Eight months ending February—	
	1897.	1898.	1897.	1898.
Wood, mahogany (<i>Madera; caoba; Mogno; Acajou</i>):				
Central America.....		\$995	\$74, 109	\$105, 163
Mexico.....	\$31, 626	23, 857	206, 258	230, 072
South America.....	11, 554	.....	26, 980	38, 879
Wool (<i>Lana; Lã; Laine</i>):				
South America—				
Class 1 (clothing).....	242, 119	23, 353	853, 188	446, 497
Class 2 (combing).....	148, 406	.....	148, 406	9, 391
Class 3 (carpet).....	22, 751	11, 857	351, 512	229, 700

EXPORTS OF DOMESTIC MERCHANDISE.

Agricultural implements (<i>Instrumentos de agricultura; Instrumentos de agricultura; Machines agricoles</i>):				
Central America.....	\$350	\$365	\$23, 262	\$14, 002
Mexico.....	15, 911	6, 220	77, 446	73, 682
Santo Domingo.....	.....	12	635	837
Argentina.....	27, 756	28, 136	323, 993	291, 697
Brazil.....	1, 937	3, 482	15, 485	16, 124
Colombia.....	128	366	2, 274	2, 210
Other South America.....	10, 655	13, 542	119, 340	133, 122
Animals:				
Cattle (<i>Ganado vacuno; Gado; Be-tail</i>)—				
Central America.....	1, 606	.....	10, 256	7, 018
Mexico.....	7, 235	1, 740	22, 406	35, 840
South America.....	.....	4, 280	2, 737	6, 780
Hogs (<i>Cerdos; Porcos; Cochons</i>)—				
Mexico.....	31, 777	1, 980	252, 704	43, 078
Horses (<i>Caballos; Cavallos; Chevaux</i>)—				
Mexico.....	4, 576	14, 725	54, 178	54, 329
Central America.....	275	1, 840	32, 987	9, 440
Books, maps, engravings, etc. (<i>Libros, mapas, grabados, etc.; Livros, mappas, gravuras, etc.; Livres, cartes de géographie, gravures, etc.</i>)—				
Central America.....	1, 402	2, 810	49, 358	33, 974
Mexico.....	4, 529	11, 287	131, 888	96, 476
Santo Domingo.....	21	22	996	416
Argentina.....	5, 675	6, 791	15, 606	21, 252
Brazil.....	6, 657	4, 987	41, 581	138, 035
Colombia.....	3, 737	974	64, 503	15, 289
Other South America.....	5, 876	5, 764	38, 634	29, 040

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	February—		Eight Months ending February—	
	1897.	1898.	1897.	1898.
Breadstuffs:				
Corn (<i>Maíz; Milho; Maïs</i>)—				
Central America.....	\$2, 643	\$5, 549	\$20, 178	\$44, 062
Mexico	151, 308	160	2, 518, 257	38, 518
Santo Domingo.....	.....	52	111	166
South America	1, 356	1, 222	9, 165	32, 550
Wheat (<i>Trigo; Trigo; Blé</i>)—				
Central America.....	3, 579	4, 340	55, 535	29, 009
Mexico .....	.....	.....	29	41
South America	403	32	152, 704	1, 319, 650
Wheat flour (<i>Harina de trigo; Farinha de trigo; Farine de blé</i>)—				
Central America.....	73, 180	85, 759	705, 481	685, 226
Mexico	3, 573	4, 257	60, 511	44, 043
Santo Domingo.....	7, 444	7, 356	96, 416	102, 258
Brazil	278, 016	157, 958	2, 137, 719	2, 306, 304
Colombia	50, 840	19, 729	407, 391	377, 329
Other South America.....	128, 118	136, 209	989, 292	1, 166, 546
Carriages, cars, etc., and parts of (<i>Carruages, carros y sus accesorios; Carriages, carros, e partes de carros; Voitures, wagons et leurs parties</i>)—				
Central America.....	17, 211	3, 449	108, 207	26, 526
Mexico	24, 596	13, 802	264, 945	444, 435
Santo Domingo.....	373	5	12, 133	21, 161
Argentina.....	6, 314	78, 314	105, 451	174, 848
Brazil	40, 665	2, 445	101, 077	139, 874
Colombia	3, 650	2, 673	42, 012	21, 180
Other South America.....	2, 055	21, 633	30, 734	57, 885
Cycles and parts of (<i>Biciclos y sus accesorios; Bicyclos e accessorios; Bicyclettes et leurs parties</i>)—				
Central America.....	5, 014	328	46, 957	5, 938
Mexico	5, 739	5, 616	47, 895	43, 111
Santo Domingo.....	557	47	2, 380	727
Argentina.....	1, 110	9, 704	21, 993	48, 352
Brazil	1, 986	13, 107	15, 559	61, 542
Colombia	923	464	16, 925	13, 765
Other South America.....	10, 800	4, 604	50, 255	35, 169
Clocks and watches (<i>Relojes de pared y de bolsillo; Relogios de parede e de bolso; Pendules et montres</i>)—				
Central America.....	1, 697	910	8, 529	4, 474
Mexico	1, 131	2, 486	17, 723	13, 217
Argentina.....	644	2, 813	25, 871	22, 168
Brazil	2, 292	2, 370	49, 699	27, 498
Other South America.....	7, 796	12, 057	65, 405	64, 312
Coal (<i>Carbón; Carvão; Charbon</i>)—				
Central America.....	406	811	20, 439	16, 906
Mexico	52, 173	86, 123	370, 466	570, 139
Santo Domingo.....	3, 360	201	17, 506	7, 800
Brazil	16, 967	.....	60, 573	46, 062
Colombia	4	118	12, 750	26, 855
Other South America.....	178	1, 397	12, 775	11, 883

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	February—		Eight months ending February—	
	1897.	1898.	1897.	1898.
Copper (<i>Cobre; Cobre; Cuivre</i>):				
Mexico	\$846	\$4,410	\$8,286	\$9,582
Cotton, unmanufactured (<i>Algodón no manufacturado; Algodão não manufacturado; Coton non manufacturé</i>):				
Mexico	108,551	90,878	1,124,611	1,105,296
Cotton cloths (<i>Tejidos de algodón; Fazendas de algodão; Coton, manufacturé</i>):				
Central America.....	28,264	29,209	398,239	246,037
Mexico	34,945	31,482	229,979	253,712
Santo Domingo.....	4,706	2,875	69,422	63,334
Argentina.....	9,767	5,854	239,809	126,616
Brazil	26,624	32,881	394,122	346,777
Colombia	22,725	23,988	247,321	195,324
Other South America.....	122,144	98,732	963,071	698,160
Wearing apparel (cotton) (<i>Ropa de algodón; Roupa de algodão; Vêtements en coton</i>):				
Central America.....	15,365	22,558	160,411	124,937
Mexico	19,494	25,491	232,974	204,262
Santo Domingo	3,638	112	21,038	11,591
Argentina.....	4,208	3,157	46,378	22,753
Brazil	3,273	2,720	47,387	36,902
Colombia	2,842	2,296	35,399	27,763
Other South America.....	6,356	4,856	38,430	24,601
Fruits and nuts (<i>Frutas y nances; Frutas e nozes; Fruits et noixettes</i>):				
Central America.....	4,613	3,052	39,776	26,890
Mexico	4,917	4,292	55,139	39,836
Santo Domingo.....	71	11	2,137	1,311
Argentina.....	1,130	1,830	3,759	7,095
Brazil	509	84	9,504	9,728
Colombia	1,098	577	6,776	7,602
Other South America.....	3,840	1,101	28,002	18,594
Hides and skins (<i>Cueros y pieles; Couros e peles; Cuirs et peaux</i>):				
Central America.....			868	
Mexico	794	420	26,034	1,442
Hops (<i>Lúpulos; Lupulos; Houblon</i>):				
Central America.....	621	57	1,610	2,335
Mexico	84	587	40,055	26,260
Santo Domingo.....		4	287	7
South America	361	318	875	953
Instruments:				
Electric and scientific apparatus (<i>Aparatos eléctricos y científicos; Aparelhos electricos e científicos; Appareils électriques et scientifiques</i>)—				
Central America.....	8,390	5,471	50,372	40,913
Mexico	13,572	13,280	178,281	182,084
Argentina	7,616	3,110	69,675	52,442
Brazil.....	2,577	4,541	62,689	76,938
Other South America.....	16,899	16,146	166,219	89,586

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	February—		Eight months ending February—	
	1897.	1898.	1897.	1898.
Iron and Steel, Manufactures of:				
Builders' hardware, and saws and tools (<i>Materiales de metal para construcción, sierras y herramientas; Ferragens, serras e ferramentas; Matériaux de construction en fer et acier, scies et outils</i>)—				
Central America.....	\$9, 558	\$6, 233	\$96, 639	\$57, 420
Mexico.....	42, 176	27, 605	434, 282	290, 831
Santo Domingo.....	708	872	6, 523	9, 502
Argentina.....	17, 617	11, 707	152, 024	98, 805
Brazil.....	14, 764	9, 251	167, 866	109, 477
Colombia.....	8, 675	4, 328	83, 030	61, 457
Other South America.....	26, 380	21, 247	175, 311	146, 169
Sewing machines and parts of (<i>Máquinas de coser y accesorios; Machinas de coser e accessorios; Machines de coudre et leurs parties</i>)—				
Central America.....	4, 238	2, 995	58, 231	21, 542
Mexico.....	15, 785	22, 581	122, 837	136, 491
Santo Domingo.....	120	18	842	893
Argentina.....	1, 365	18, 244	64, 125	62, 404
Brazil.....	4, 421	3, 054	87, 159	59, 372
Colombia.....	6, 665	3, 752	77, 481	53, 000
Other South America.....	11, 875	8, 371	87, 687	73, 119
Typewriting machines and parts of (<i>Máquinas de escribir y accesorios; Machinas de escribir e accessorios; Machines à écrire et leurs parties</i>):				
Central America.....	181	160	6, 735	1, 989
Mexico.....	1, 398	4, 519	16, 230	19, 426
Santo Domingo.....			142	90
Argentina.....	1, 104	5, 651	9, 628	12, 006
Brazil.....	165	500	3, 322	3, 108
Colombia.....	277	104	2, 217	3, 441
Other South America.....	637	1, 358	6, 306	9, 387
Leather, other than sole (<i>Cuero, distinto del de suela; Couro não para solas; Cuirs, autres que pour semelles</i>):				
Central America.....	202	262	2, 983	2, 699
Mexico.....	1, 419	153	12, 261	6, 776
Santo Domingo.....			430	489
Argentina.....			3, 393	2, 451
Brazil.....	1, 697	10, 250	12, 639	34, 266
Colombia.....	17	286	1, 545	2, 251
Other South America.....	486	1, 497	11, 253	9, 423
Boots and shoes (<i>Calzado; Calçados; Chaussures</i>):				
Central America.....	3, 716	6, 558	61, 232	60, 271
Mexico.....	2, 506	5, 000	28, 124	47, 796
Colombia.....	2, 739	3, 842	24, 694	28, 659
Other South America.....	1, 350	1, 094	18, 471	16, 558

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	February.		Eight months ending February—	
	1897.	1898.	1897.	1898.
Naval stores : Rosin, tar, etc. (<i>Resina yalquitrán; Resina e alcatrão; Résine et goudron</i>):				
Central America.....	\$1, 268	\$1, 302	\$16, 731	\$8, 809
Mexico	202	818	4, 367	6, 313
Santo Domingo.....	42	838	3, 068	3, 908
Argentina.....	.....	407	41, 832	54, 913
Brazil	12, 331	16, 354	182, 235	146, 663
Colombia	2, 178	1, 049	13, 239	7, 724
Other South America	11, 657	5, 090	71, 967	69, 077
Turpentine, spirits of (<i>Aguards; Agua-raz; Térèbenthine</i>):				
Central America.....	409	408	2, 971	2, 068
Mexico	67	359	1, 130	1, 790
Santo Domingo.....	61	1	218	295
Argentina.....	2, 595	4, 636	45, 918	65, 550
Brazil.....	5, 180	1, 756	27, 295	31, 153
Colombia	404	362	3, 915	2, 971
Other South America.....	4, 558	2, 736	27, 837	27, 101
Oils, mineral, crude (<i>Aceites, minerales, crudos; Oleos, mineraes, crus; Huiles minérales, brutes</i>):				
Mexico	1, 350	30, 180	208, 037	221, 013
Mineral, refined or manufactured (<i>Aceites minerales, refinados ó manufacturados; Oleos mineraes, refinados ó manufacturados; Huiles, minérales, raffinées ou manufacturées</i>):				
Central America.....	7, 342	8, 351	99, 418	69, 661
Mexico	9, 688	17, 607	109, 097	122, 263
Santo Domingo.....	4, 489	479	22, 646	27, 200
Argentina.....	34, 875	37, 193	804, 522	613, 866
Brazil	130, 306	120, 257	933, 763	1, 010, 070
Colombia	5, 180	8, 980	81, 047	61, 156
Other South America	126, 468	70, 680	715, 083	509, 772
Vegetable (<i>Aceites vegetales; Oleos vegetaes; Huiles, végétales</i>):				
Central America.....	366	454	3, 916	1, 637
Mexico	35, 189	16, 469	224, 099	262, 164
Santo Domingo.....	670	628	7, 761	13, 319
Argentina.....	1, 502	851	10, 814	3, 069
Brazil	9, 416	47, 361	84, 691	158, 226
Other South America.....	5, 758	8, 368	50, 092	58 815
Paraffin and paraffin wax (<i>Parafina y cera de parafina; Paraffina e cera de paraffina; Paraffine et cire faite de cette substance</i>):				
Central America.....	2, 794	1, 696	19, 412	13, 959
Mexico	8, 338	6, 577	111, 159	110, 536
Brazil	455	1, 345	10, 456	7, 759
Other South America.....	53	27	2, 902	4, 103

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	February—		Eight months ending February—	
	1897.	1898.	1897.	1898.
Provisions, comprising meat and dairy products:				
Beef, canned (<i>Carne de vaca en latas; Carne de vacca em latas; Bœuf conservé</i>)—				
Central America.....	\$3,604	\$2,141	\$21,968	\$19,780
Mexico.....	965	1,900	10,605	10,242
Santo Domingo.....			51	29
Argentina.....			30	357
Brazil.....	7	2,755	14,506	7,996
Colombia.....	667	319	4,396	4,507
Other South America.....	927	1,388	7,990	8,778
Beef, salted or pickled (<i>Carne de vaca, salada ó en salmuera; Carne de vacca, salgada ou em salmoura; Bœuf, salé ou en saumure</i>)—				
Central America.....	1,994	1,782	17,996	23,413
Mexico.....	21	11	84	348
Santo Domingo.....	138	152	1,970	1,220
Brazil.....	64	80	2,840	779
Colombia.....	886	1,081	6,880	7,496
Other South America.....	7,321	9,557	125,639	197,635
Tallow (<i>Sebo; Sebo; Suif</i>)—				
Central America.....	8,705	10,828	86,425	62,168
Mexico.....	2,840	684	30,105	17,381
Santo Domingo.....	10	4,005	13,789	18,442
Brazil.....	80	105	4,177	24,492
Colombia.....	833	785	5,490	13,553
Other South America.....	2,525	785	10,182	6,880
Bacon (<i>Tocino; Toucinho; Lard fumé</i>)—				
Central America.....	1,554	861	11,640	11,682
Mexico.....	664	915	6,528	6,763
Santo Domingo.....	101	74	1,637	1,027
Brazil.....	131,458	44,457	558,030	431,430
Colombia.....	63	66	1,053	997
Other South America.....	1,736	2,481	12,438	21,668
Hams (<i>Jamones; Presunto; Jam-bons</i>)—				
Central America.....	2,466	1,931	21,123	19,634
Mexico.....	1,832	2,420	20,885	15,166
Santo Domingo.....	780	330	4,895	3,715
Brazil.....	110	110	543	1,882
Colombia.....	1,478	1,424	9,355	9,419
Other South America.....	8,548	4,806	66,616	63,525
Pork (<i>Carne de puerco; Carne de porco; Porc</i>)—				
Central America.....	2,930	6,017	35,339	43,756
Santo Domingo.....	100	238	2,796	1,774
Brazil.....	2,570		5,677	437
Colombia.....	413	477	3,733	4,839
Other South America.....	10,949	13,462	132,895	143,959

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	February—		Eight months ending February—	
	1897.	1898.	1897.	1898.
Lard (<i>Manteca; Banha; Saindoux</i>)—				
Central America.....	\$8, 586	\$15, 961	\$65, 895	\$82, 375
Mexico.....	34, 851	16, 283	221, 017	135, 549
Santo Domingo.....	1, 873	692	13, 007	13, 141
Argentina.....	211	427	3, 123	1, 499
Brazil.....	58, 992	71, 127	321, 708	685, 703
Colombia.....	7, 805	3, 682	100, 424	76, 474
Other South America.....	37, 644	36, 775	433, 317	404, 481
Oleo and oleomargarine (<i>Grasa y oleomargarina; Oleo e oleomargarina; Óleo et oléomargarine</i>)—				
Central America.....		22	10	271
Mexico.....	112		610	348
Colombia.....		80	5, 044	4, 525
Other South America.....	1, 774	593	22, 758	11, 748
Butter (<i>Mantequilla; Manteiga; Beurre</i>)—				
Central America.....	2, 583	4, 216	29, 409	32, 496
Mexico.....	3, 288	4, 142	24, 154	27, 243
Santo Domingo.....	277	119	4, 276	3, 903
Brazil.....	4, 831	10, 494	25, 259	57, 785
Colombia.....	1, 206	1, 231	10, 149	13, 556
Other South America.....	6, 682	7, 219	56, 631	53, 610
Cheese (<i>Queso; Queijo; Fromage</i>)—				
Central America.....	1, 447	1, 249	11, 960	11, 728
Mexico.....	1, 407	1, 382	10, 730	9, 647
Santo Domingo.....	364	316	2, 645	2, 124
Brazil.....			80	182
Colombia.....	803	868	6, 946	7, 741
Other South America.....	1, 003	1, 661	10, 129	11, 608
Seeds (<i>Semillas; Sementes; Semente</i>)—				
Central America.....	158	309	7, 179	2, 185
Mexico.....	3, 108	5, 366	14, 515	21, 890
Santo Domingo.....	46		283	542
Argentina.....	22		401	132
Brazil.....	40	425	615	838
Colombia.....	549	40	1, 708	1, 247
Other South America.....	98	363	4, 202	1, 506
Sugar, refined (<i>Azúcar refinado; Assucar refinado; Sucre raffiné</i>)—				
Central America.....	2, 652	1, 724	40, 323	35, 973
Mexico.....	515	277	18, 674	10, 125
Santo Domingo.....	59	46	1, 332	1, 366
Colombia.....	2, 199	1, 882	32, 870	20, 554
Other South America.....		295	1, 119	4, 251
Tobacco, unmanufactured (<i>Tabaco no manufacturado; Tabaco não manufacturado; Tabac non manufacturé</i>)—				
Central America.....	1, 271	2, 161	13, 648	21, 573
Mexico.....	2, 487	20, 447	67, 390	103, 507
Argentina.....			4, 055	565
Colombia.....	32	880	2, 125	4, 932
Other South America.....	7, 207	8, 287	67, 779	63, 817

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	February—		Eight months ending February—	
	1897.	1898.	1897.	1898.
Tobacco, manufactures of (<i>Manufacturas de tabaco; Manufacturas de tabaco; Tabac fabriqué</i>):				
Central America.....	\$3, 341	\$5, 281	\$40, 888	\$26, 579
Mexico.....	250	355	11, 193	6, 679
Argentina.....	1, 842	24	47, 147	1, 807
Brazil.....		550	1, 355	560
Colombia.....		960	1, 066	1, 902
Other South America.....	4, 228	6, 852	41, 391	52, 270
Wood, unmanufactured (<i>Madera no manufacturada; Madeira não manufacturada; Bois brut</i>):				
Central America.....	12, 672	4, 220	125, 033	44, 646
Mexico.....	21, 577	24, 792	197, 684	139, 541
Argentina.....	3, 682	141	28, 936	6, 490
Brazil.....			9, 694	7, 278
Colombia.....	458		7, 394	12, 507
Other South America.....	3, 881	226	10, 083	30, 870
Lumber (<i>Maderas; Madeiras; Bois de construction</i>):				
Central America.....	11, 019	2, 018	82, 834	27, 113
Mexico.....	85, 083	57, 780	547, 217	544, 451
Santo Domingo.....	3, 770	3, 855	31, 650	28, 221
Argentina.....	64, 534	54, 373	794, 427	577, 583
Brazil.....	24, 279	107, 730	467, 034	470, 954
Colombia.....	6, 303	4, 126	34, 377	42, 084
Other South America.....	71, 131	61, 783	511, 509	323, 807
Furniture (<i>Muebles; Mobilia; Meubles</i>):				
Central America.....	13, 410	5, 969	107, 352	62, 908
Mexico.....	14, 574	8, 104	120, 875	104, 714
Santo Domingo.....	395	386	8, 413	8, 447
Argentina.....	1, 029	11, 780	56, 976	54, 940
Brazil.....	3, 242	1, 505	33, 054	27, 691
Colombia.....	3, 250	2, 783	27, 026	24, 496
Other South America.....	10, 015	6, 067	80, 997	53, 429
Wool, raw (<i>Lana cruda; Lã crúa; Laines brutes</i>):				
Mexico.....	8, 297		131, 338	10

VENEZUELA.

MARKET FOR UNITED STATES MANUFACTURES.

A correspondent of the "New York Commercial," writing from Caracas, Venezuela, gives an extended account of the business conditions existing in that country, and furnishes a detailed list of articles which might, with profit, be sold from the United States. From the communication the following is summarized as being of interest to business men in this country.

Venezuela has a delightful climate, and is an excellent winter resort for Americans. People going there with business intentions must comply with the laws and customs of the country and understand the Spanish language. There are very few factories, and the products of these show the scarcity of skilled labor. Goods must be shipped when ordered, and packed as directed, for the customs tariff is levied on the gross weight of the merchandise imported, and rough handling of goods is the rule. Light but strong packing is necessary to insure safe delivery.

United States manufacturers can not work up a business intercourse with South America by occasionally sending a representative with samples to drum up trade. Business is transacted entirely in the Spanish language; the terms and conditions of the buyers must be complied with and long credits given. The commercial standing of the merchants is high and trade failures are few. The construction of tramways, bridges, waterworks, and sawmills, as well as the development of the mines, are among the paying enterprises.

Among articles of United States produce and manufacture that might be profitably exported from that country to Venezuela are: provisions of all kinds, small ice machines for domestic use, petroleum and hot-air engines, windmills, brick-making machinery, furniture, cutlery, butter, household appliances, tiles, whisky, electric fans, novelties, earthenware, cheap glassware, corrugated iron, silverware, plated goods, clocks, underwear, laundry machinery, brooms, brushes, refrigerators for butchers and for domestic use, lithograph work, gasoline stoves, oil cooking stoves, ready-made clothing, cottons, drills, light wagons and carriages for rough road travel, loaf sugar, rough lumber, coffee-cleaning machinery, coal in briquettes, locks and bolts of particular style, hoes, tinware, willowware, woodenware, Philadelphia dressed kid, hammocks, plows, rattan furniture, and mixed paints.

The total exports of Venezuela amount to nearly \$20,000,000 annually, and the imports are valued at, approximately, \$14,000,000. Taxes are low and the rate of interest is high. The cost of registering a trade-mark is \$25, and for registering a patent \$140. The currency is on a gold basis, the gold coins being twenty and four dollar pieces.

IMMIGRATION CONTRACT.

Mr. W. W. RUSSELL, United States Secretary of Legation at Caracas, under date of January 10, transmits to the Department of State the full text of the contract made by the Government of Venezuela with LUDOVICO DOTTI, an Italian citizen, whereby Mr. DOTTI for himself and associates engages to bring to Venezuela 1,000 Italian families per annum, the condition being that the male members shall be agriculturists. These men must possess an elementary knowledge of agriculture, be not under 18 years of age, and must have good health and morals. Mr. DOTTI binds himself to construct houses and buildings necessary for the use of the colonists and to provide them with tools and utensils required in their pursuits; he is further required to construct in each colony a church and a building for public offices and schools. The Government exempts from taxation the various municipalities for a period of three years; free entry for all tools, machinery, personal effects, metal material for 1,000 houses annually, and materials for bridges and waterways are guaranteed. All civil rights enjoyed by Venezuelans are extended to the colonists. They can choose for themselves any form of cultivation, but in order to encourage viticulture and wheat raising, where the land is adapted to such culture, a third part thereof must be devoted to the growing of grapes and wheat. The company shall have the right to the mines found on the lands.

After three years of occupancy and cultivation, Mr. DOTTI must give to each family the house that was originally assigned to it and to each member of each family three hectares (7.41 acres) of the six hectares (14.82 acres) of arable land that may have been assigned to it. The company binds itself to establish a regular line of ocean steamers between Venezuela and Italy, which shall make two round trips per month between those countries, touching at Leghorn, Genoa, Barcelona, Teneriffe, Trinidad, La Guayra, and Puerto Cabello. These steamers may also touch at other ports, at their option. They must carry the mails and mail packages between these ports without remuneration from the National Government. The company shall have the right to establish coastwise trade between any ports of the Republic.

Mr. DOTTI obligates himself to establish within three years a bank with a subscribed capital of not less than 20,000,000 bolivars (\$3,960,000), 25 per cent of which shall be held in cash as a guarantee fund; the bank shall devote its capital to making loans to the colonists for the advancement of agriculture and stock breeding. The functions of this bank shall be dual—one branch for discounting, circulating, and issuing money, and the other a mortgage bank. The first branch is authorized to issue bills to the amount of 50 per cent of its capital, and the mortgage bank can not charge more than 7 per cent on its loans. The reimbursements shall be made at periods convenient to the debtors.

The contract contains numerous other stipulations, the foregoing being only the chief points.

AERIAL CABLE SERVICE.

Under date of January 6, 1898, Consul PLUMACHER reports from Maracaibo that the Venezuelan Government has entered into a contract with Dr. JORGE VALBUENA for the construction of an aerial steel cable railway for the transportation of merchandise, timber, animals, etc. The contract provides for a cable from a point in the valley of Tovar (Merida section), in the State of Los Angeles, to the port of Escalante, on the river Escalante, and another from the city of Merida, or from any other point of that section, to one of the ports of the district of Sucre, on Lake Maracaibo, State of Zulia, or to Santa Barbara, on the Escalante.

The contract stipulates that the service rendered shall be safe and rapid, and the concessionaire assumes all responsibility for the goods and valuables transported. Government mails shall be transported free, and government freight and postal packages at 15 per cent of the ordinary rates charged the public. The freight tariffs are to be fixed by agreement of the contractors and the Government, and shall not exceed six centavos (1.16 cents, United States currency) per kilogram (2.2046 pounds). The work must be commenced within one year after the Congressional approval of the contract, and 20 kilometers (12.4 miles) at least must be completed per annum. The contractor may employ whatever form of motive power he may choose, and may establish, for the exclusive

use of his road, telegraph and telephone services between the points traversed by the cable. The contract is for 50 years, at the expiration of which time the work becomes the property of the Government. The contract may be transferred to a foreign company on obtaining the consent of the Government. The service is exempt from all national taxation.

NEW CONTRACTS FOR RAILWAY CONSTRUCTION.

PERICO-CRUCERO RAILROAD.

Under date of Maracaibo, March 8, 1898, Consul PLUMACHER advises the Department of State that the Venezuelan Government has entered into a contract with Gen. CUSTODIO MILANO and associates for the construction of a railroad between the ports of Perico and Crucero, both situated on the right bank of the Orinoco River, in the Federal Amazon Territory.

By the terms of the contract, either steam or electricity may be adopted as the motive power; the gauge of the road shall be 2 feet 5 inches, with a minimum radius of 99 feet 3 inches, and gradients not to exceed 3 per cent. The work of construction shall begin within one year, counting from the date on which the contract is approved by Congress, and shall be completed within three years from that date.

The contractors shall be granted an indulgence as to time equal to that which may be lost through unforeseen causes, or *force majeure*. The Government declares this railroad to be of public utility and grants a subsidy of 20,000 bolivars (\$3,860) for each kilometer (0.62137 mile) of line constructed. The right to introduce through the custom-houses, free of duty, all materials, instruments, machinery and other utensils necessary for the construction, preservation and exploitation of the line is granted to the contractors, as also the material needed in the construction of telegraph and telephone lines used by the company.

The Government will exercise authority in establishing the tariff on freights and passengers. The contractors are bound to transport, free, the Government mails; troops, and public employees in the service of the Government, and Government merchandise at

half rates. The contract may be transferred to a native or foreign company upon obtaining permission from the Government, but in no case can it be transferred to a foreign Government. At the expiration of ninety-nine years the railway with all of its appurtenances shall be handed over to the national Government in a state of good preservation.

LOS TEQUES-CUA RAILROAD.

Consul PLUMACHER, under date of February 12, informs the Department of State that the Government of Venezuela has made a contract with Señor FRANCISCO E. RIVERO and others, for the building of a railroad in the State of Miranda between Los Teques and Cua. The terms of this concession are practically identical with those named above for the Perico-Crucero road, with the exception that Article 8 grants to the contractor of Los Teques-Cua line the right to construct a funicular line starting from a point to be selected, on the route, which shall not exceed 2 kilometers (1.242 miles), and which shall be provided with all modern improvements and appliances to insure safety.

EXPORTS FROM NEW YORK TO VENEZUELA.

The following table gives a general résumé of the shipments of merchandise from the port of New York to Venezuelan ports during the year 1897, from data supplied by Don ANTONIO E. DELFINO, Consul-General of Venezuela at New York:

Ports.	Packages.	Kilos.	Value.
La Guaira	310, 513	18, 709, 410	\$1, 354, 308. 76
Puerto Cabello	166, 694	7, 087, 263	570, 666. 91
Maracaibo	101, 293	6, 156, 558	650, 331. 00
Ciudad Bolivar	77, 120	3, 458, 644	280, 172. 96
La Vela de Coro	45, 033	2, 036, 703	111, 883. 95
Carúpano	19, 065	852, 058	74, 618. 24
Guanta	5, 106	270, 710	21, 417. 46
Cimaná	3, 781	205, 561	17, 513. 56
Caño Colorado	1, 788	107, 341	6, 873. 00
Maturín	363	31, 715	2, 553. 35
Guiría	347	16, 784	1, 326. 00
Maracaibo-Oro	18	151	91, 351. 67
Total	731, 121	38, 932, 898	3, 183, 016. 86

The transport of this merchandise was made in 110 vessels, as follows:

	Steam vessels.	Sailing vessels.
United States	48	11
Dutch	18	
English.....	17	3
Spanish.....	10	
French	3	

NOTE.—The values in the above table are given in United States currency. The kilogram is equivalent to 2.2046 pounds.

CONTRACT FOR FUNICULAR RAILWAY.

United States Consul E. H. PLUMACHER advises the Department of State, from Maracaibo, that EDWARD RAUBER, a citizen of France, residing at Caracas, has obtained a contract from the Government for the exclusive right to establish and operate lines of steel cables for the transportation of merchandise and fruits between the cities of Valencia, capital of the State of Carabobo, and Nirgua, capital of the district of Nirgua, same State, as well as to intermediate points. The contract also authorizes Mr. RAUBER to construct branch lines to all places contiguous to the above-named points. The contractor obligates himself to begin work on the first section within six months from the date upon which the contract shall be approved by Congress; on the second section within eighteen months from the same date. The first section shall be open to the public within one year from the date of the commencement of the work, and the second section within three years. The concessionary, his successors or heirs, may transfer the contract to any person or corporation, native or foreign, or to whomever he may see fit, after duly notifying the Government, but in no case shall the contract be transferred to a foreign Government.

NEW MINISTRY.

The Cabinet of the new administration is formed as follows:

Interior.....	Gen. ZOILO BELLO RODRÍGUEZ.
Foreign affairs	Gen. JUAN CALCAÑO MATHIEU.
Finance	Señor DON MANUEL ANTONIO MATOS.
Public credit.....	Señor DON CARLOS V. ECHEVERRÍA.
Agriculture, industry and commerce.....	Gen. NICOLÁS ROLANDO.
Post and telegraph.....	Dr. JOSÉ LORETO ARISMENDI.
Public works.....	Dr. ALBERTO SMITH.
War and navy	Gen. ANTONIO FERNÁNDEZ.
Public instruction.....	Dr. BERNARDINO MOSQUERA.
Governor of Federal District.....	Gen. FRANCISCO BATALLA.
Secretary-General	Señor DON VICENTE BETANCOURT, A.

METRIC SYSTEM LEGALIZED IN GREAT BRITAIN.

In its issue of December 25, 1897, the London Times says:

The report made by the Board of Trade on their proceedings under the weights and measures acts 1878 and 1889 has been issued as a parliamentary paper, in which it is stated that during the past session of that body an act was passed to legalize the use in trade of the weights and measures of the metric system.

A table of the metric weights and measures and their equivalents in the weights and measurements in use in the United States is published in each issue of the MONTHLY BULLETIN.

PHILADELPHIA COMMERCIAL MUSEUM.

EXHIBITS FROM CENTRAL AMERICA.

Dr. GUSTAVE NIEDERLEIN, chief of the scientific bureau of the Commercial Museum, has returned to Philadelphia after a tour of about eight months in the Central American Republics. Mr. NIEDERLEIN visited the officials of the various governments and everything was done to facilitate his efforts in securing commercial data. He also established connections which will prove exceed-

ingly valuable. One result will be that each nation will appoint a commission to collect samples of its products for the museums. In Salvador, arrangements were perfected by which the government officials will send to Philadelphia classified exhibits, and, through the museums, have duplicate specimens forwarded to similar institutions elsewhere that are desirous of securing them.

As a reciprocal move, the Museum agrees to supply duplicates from other countries to Salvador at the expense of the latter Government. Mr. NIEDERLEIN, during his trip, met all the members of the Museum's international advisory board who attended the meeting held in Philadelphia last June. "Traffic," which is published in the latter city, makes the statement that Mr. NIEDERLEIN received from these gentlemen expressions of excellent feeling for the United States and a desire to promote trade relations with this country. A great amount of business, he states, has come to the United States through the efforts of these delegates, and the impression made upon them while here will be given expression in a far wider interest in the meeting to be held next year.

SOUTH AND CENTRAL AMERICAN STATES.

MINERAL RESOURCES.

In a pamphlet recently issued by the Orinoco Company (Limited), an interesting report was given on South American iron ores. Although it is generally acknowledged that the resources of the South and Central American States in iron ore and coal are extensive, very little is known about them. It is not unlikely, however, that, in the near future, they may occupy an important place among the exports of those countries.

Large deposits of red and brown hematite as well as magnetite have been found in Colombia. A deposit of the latter ore exists in the Santa Marta Mountains, and not far away limestone and coal are to be found. According to the latest reports from Venezuela, work on the deposits of Bessemer ore at Santa Catalina is being pushed forward. This deposit is $2\frac{1}{2}$ miles long and half a mile wide. The ground in which the ore lies slopes gradually to

the river, and vessels can load to any depth. The Orinoco Company, which owns this mine, says the average iron contents of the ore is about 67 per cent, while phosphorus runs so low in some analyses as to leave a mere trace, and does not average much more than 0.02 per cent. In addition to this, there are large deposits in the Imataca Mountains, but no report has as yet been made in regard to their extent and quality.

STEAMSHIP COMMUNICATION BETWEEN NEW YORK, BRAZILIAN PORTS, MONTEVIDEO, AND BUENOS AYRES.

MR. FRANCOIS S. JONES, Secretary of Legation of the United States at Buenos Ayres, has sent to the Department of State an extended report on the trade, and steamship communication between the United States and the Atlantic coast of South America. He also furnishes suggestions and arguments in favor of establishing an American line of steamers to ply between the ports of those countries.

MR. JONES states in effect that the changing conditions, mainly due to the tariff policy of the two countries, have prevented any permanent advance of trade between the Argentine Republic and the United States during late years; notwithstanding these disturbing circumstances, our trade with that country has gradually increased, as the following table demonstrates:

Year.	Exports from the United States to Argentine Republic.	Imports into the United States from Argentine Republic.
1892.....	\$2, 927, 488	\$5, 343, 798
1893.....	4, 979, 696	5, 239, 095
1894.....	4, 862, 746	3, 497, 030
1895.....	4, 456, 163	7, 675, 270
1896.....	5, 979, 046	9, 313, 385
1897.....	6, 072, 478	10, 772, 627

It will be seen that the combined trade between the United States and the Argentine Republic in 1897 amounted to \$16,845,105, showing an increase of \$8,573,819 over the combined trade between these countries in 1892.

While the volume of trade of the United States with Uruguay and Brazil has remained more stationary, it is so considerable, especially with Brazil, as to warrant its statement for the proper presentation of the subject.

Trade of the United States with Uruguay and Brazil.

Year.	Uruguay.		Brazil.	
	Exports to.	Imports from.	Exports to.	Imports from.
1892	\$939, 030	\$2, 480, 890	\$14, 291, 873	\$118, 633, 604
1893	960, 606	1, 623, 380	12, 388, 124	76, 222, 138
1894	1, 415, 171	1, 419, 573	13, 866, 006	79, 360, 159
1895	1, 262, 001	2, 699, 648	15, 165, 070	78, 831, 476
1896	1, 481, 200	3, 242, 428	14, 258, 187	71, 060, 046
British trade (1896).....	5, 407, 678	1, 568, 354	32, 430, 376	19, 727, 151

The noticeable decrease of exports from Brazil in 1893 was mainly due to the naval revolt of that year and its injurious after-effects. It is remarkable, when the present volume of this trade is taken into consideration, that no American transportation company has sought to enter into competition for it.

The Norton and the Prince steamship lines, both English, are the only steamers plying regularly between New York and Buenos Ayres. The Norton Line makes direct bimonthly passages from New York to Montevideo and Buenos Ayres, but does not touch at Brazilian ports on the outgoing voyage. The vessels of the Prince Line, which are freight boats with accommodations for a limited number of passengers, make bimonthly voyages between the above-mentioned termini, calling on their northward route at Santos, Rio, Bahia, and Pernambuco. The fastest of these vessels average twenty-eight days in making the voyage.

The Lamport & Holt Company, which is also British, runs a freight steamer once every month between New York and Buenos Ayres. The regular passenger steamers of this line go no farther south than Rio, and transfer their passengers for Buenos Ayres to the several European lines touching at Rio en route to Buenos Ayres. In addition to these, there is also a trimonthly steamship service between New York and Para. The carrying capacity of these latter vessels is 1,500 to 2,000 tons, which frequently proves inadequate, and freight, in consequence, is left on the dock, and cargoes are subjected to ten days' delay.

The average time made by the Lamport & Holt vessels between New York and Rio is about twenty-two to twenty-three days. Add to this the four days' voyage from Rio to Buenos Ayres by the fastest vessels calling at Rio from European ports, and the total time consumed, not including any delay that may

be incurred in making connections at Rio, will be found to be twenty-seven to twenty-eight days between New York and Buenos Ayres. * * *

The prices of coal (gold) and the ports best suited for coaling are given in the following table, the data being taken from an official coaling report of a United States war ship for the year 1897:

Place.	Kind of coal.	Cost.	Facilities for coaling.
Bermuda	Pocahontas.....	\$7. 14	Good ; lighters.
Santa Lucia.....	do	4. 32	Excellent ; dock.
Barbados	Cardiff.....	6. 09	Good ; lighters.
Pernambuco	do	8. 88	Fair ; lighters ; inside break-water or reef ; good.
Rio de Janeiro	Welsh	9. 73	Good ; lighters.
Buenos Ayres.....	Cardiff.....	7. 50	Good ; dock.

While the prices of coal of course fluctuate at these ports, the above figures may be taken as a fair average of prices within the last few years.

The chief exports of the United States to Brazil, Uruguay, and the Argentine Republic are lumber, agricultural machinery, kerosene, and general merchandise, such as hardware, iron, tools, hooks, and cotton goods.

The principal imports of the United States from Brazil are coffee, sugar, and rubber; from Uruguay, hides and wool, and from the Argentine Republic, hides, wool, flaxseed, hair, and sugar.

The freight rates of the chief articles of export and import are:

From—	Article.	Rate.
Buenos Ayres to New York....	General freight.....	\$5 per ton and \$4 per 40 cubic feet.
Rio de Janeiro to New York ...	Coffee	35 cents per bag.
Bahia to New York.....	do	Do.
	Sugar	\$3.65 per ton.
Pernambuco to New York	do	\$2.40 to \$3.65 per ton.
Para to New York.....	Rubber.....	\$8 per ton; 25 cents per cubic foot.
New York to Pernambuco	General freight.....	30 cents per cubic foot and 10 per cent primage.
New York to Bahia.....	do	41 cents per cubic foot and 10 per cent primage.
New York to Rio de Janeiro	do	30 cents per cubic foot and 10 per cent primage.

The value of the direct imports and exports of New York from and to Brazil, Uruguay, and the Argentine Republic, during the fiscal years 1895 and 1896, was as follows:

Countries.	New York.			
	1895.		1896.	
	Imports.	Exports.	Imports.	Exports.
Brazil	\$69, 298, 288	\$11, 091, 495	\$63, 712, 131	\$10, 674, 519
Uruguay.....	2, 572, 254	1, 020, 958	2, 759, 933	1, 162, 928
Argentine Republic....	4, 127, 597	3, 780, 110	5, 135, 419	4, 574, 328
Total	75, 998, 139	15, 881, 563	71, 607, 413	16, 411, 775

Mr. JONES cites the fact that the total trade between New York and Brazil, Uruguay, and the Argentine Republic amounted in 1895-96 (an average year) to \$103,013,339, carried in 184 sailing vessels of a total of 116,558 tons, and 331 steam vessels of a total of 470,941 tons. Of this transportation there were only 71 sailing vessels of United States nationality, representing a tonnage of 48,724 tons, and of steam tonnage not one vessel flying the American flag participated.

The Lamport and Holt, the Norton, and the Prince lines of steamers are nonsubsidized, yet the statement is made in the report that they are in a highly prosperous condition, and current rumor represents their annual dividends at 15 to 20 per cent.

The logical deduction from the facts and figures given by Mr. JONES is that there is not only a need but a great opportunity for a line of steamships between ports of the United States and those of Brazil, Uruguay, and the Argentine Republic, sailing under the auspices and flag of the United States. The report points out the size and speed of vessels required for this particular service; also the sailing route, coaling stations, and desirable ports for calling.

The law on the subject of compensation for transporting United States mails is as follows:

Pursuant to section 3 of the act approved March 3, 1891, the Government of the United States grants to any American steamship company that may be formed the sum of \$2 per mile for each outgoing voyage for carrying the United States mail; provided,

- (1) That its vessels be built in the United States.
- (2) That they be constructed of iron or steel.

(3) That they be designed with a view to conversion into auxiliary cruisers in time of war.

(4) That they be capable of maintaining a speed of 16 knots per hour in ordinary weather.

(5) That they possess a gross registered tonnage of not less than 5,000 tons.

Under a similar provision of the same act, the International Navigation Company was enabled to organize, to develop, and to attain a foremost rank among the great steamship lines that now connect Europe with the United States.

TRADE MISCELLANY.

ARGENTINE REPUBLIC.

Butter and Cheese Industry. An official report on the Argentine Republic states that the butter industry is assuming large proportions, the annual exportation of this article amounting at the present time to 15,000 cases, while a few years ago almost all the butter was imported. An English company has bought a factory already established at Tandil, in the Province of Buenos Ayres, and anticipates increasing the output in a large degree. This enterprise has undoubtedly a great future before it, the supply of milk and cream being abundant. The production of homemade cheese has gradually driven out the imported article.

Electric Lighting in Buenos Ayres. The municipality of Buenos Ayres has made a contract with the *Compañía General de Electricidad* of that city to light the streets by electricity. As a beginning, 300 eight-Ampère lamps are to be installed at once. The prices to be paid are as follows: 120 lamps, burning all night, \$27 each; 180 lamps, burning until 1 a. m., \$20.25. By this arrangement 990 gas lamps, now costing \$7 each, will be removed. The first contract will be for one year only, until the city government shall authorize a new and more extended contract.

Exportation of Live Stock. The "Butchers' Advocate" of March 30, 1898, published in Chicago and New York, states that the Anglo-Argentine Live Stock Agency at Buenos Ayres has established a line of cattle steamers to run on time charter between that city and England. These steamers are of about six thousand tons and will carry six hundred cattle and two thousand sheep each. They are also thoroughly equipped with every contrivance to facilitate the transportation of cattle. It is anticipated that the exporter will now be able to land Argentine stock in England in a condition which will compete with animals from the United States and Canada.

Newspaper Statistics. Señor DON FRANCISCO LATZINA, director-general of statistics, gives the following data concerning the periodicals published in the Argentine Republic. The total number is given as 472, made up as follows: 64 dailies, 16 triweeklies, 44 biweeklies, 191 weeklies, 4 issued every ten days, 55 fortnightly, 64 monthlies, 2 quarterlies, 11 annuals, 13 at irregular intervals, and 8 of which no particulars were furnished. Of the 472 periodicals 8 are printed in English, 8 in German, 8 in French, 22 in Italian, 1

in Danish, and the remaining 425 are printed in the Spanish language, of which number 413 are the property of citizens of the Argentine Republic and 12 are owned by Spaniards.

BRAZIL.

An innovation recently introduced in South America is the postal railway car. The Central Railway of Brazil, a government road, ordered six cars to be built by the Wason Car Company at Springfield, Mass. The order specified that they were to be patterned, as much as possible, after the American postal cars, but were to be finished inside and outside in mahogany, that wood being preferred by Brazilians to white wood, which is generally used. Old-fashioned English couplings were used, and the dimensions were made to fit the 5-foot gauge of Brazil. An invoice of passenger cars was also recently sent to the same road.

CHILE.

Electric Plant at Punta Arenas.

The "Electric Review" makes the statement that at Punta Arenas, Chile, in the Strait of Magellan, the work on the first electric-lighting plant in that part of the Republic is rapidly nearing completion. The machinery has been shipped from New York, the buildings being finished and ready for its reception.

MEXICO.

Coahuila Central Railway.

"Modern Mexico," published in the City of Mexico and St. Louis, states that a concession for the Coahuila Central Railway, the proposed standard-gauge line between Saltillo and Trevino, has been granted. The preliminary surveys have been made and the steel rails purchased. The construction of the road was begun the 1st of April. The road will be about ninety kilometers (56 miles) in length, and will give Saltillo standard gauge connection with the principal lines of the Republic and the United States. The company, aside from the construction and equipment of the line, is required to erect a modern hotel, which, with the completion of the road, will add much to the importance of the city. Saltillo is already a city of prominence as a manufacturing point, with large flouring mills, soap, cotton-seed-oil mills, cotton factories, is lighted by electric light, has a good street-car service, and other evidences of enterprise and growth.

Sugar-Cane Industry.

The production of sugar cane is not what it might be in Mexico, and the industry is still in its infancy, comparatively speaking. In an article in "Modern Mexico" of recent date, Mr. J. YORBA, land expert and authority on Mexican resources, speaks of the advantages of the country in regard to the cultivation of this product and the possibilities of its importance in the future. Sugar cane grows and is cultivated to some extent in every entity of the Mexican Republic, with the exception of the Federal District and the State of Tlaxcala. The industry in some districts is not yet a commercial success. Perhaps the principal reason for the inability of Mexico's sugar plantations to keep pace with the demand is that a large portion

of the area suitable for sugar-cane culture is not developed, but waiting for foreign capital and enterprise to come to its aid. Few Mexican planters pay any attention to the quality of the soil, which is one of the most essential points to be investigated to insure good financial results.

Coffee Cultivation.

The Isthmus of Tehuantepec, almost an unknown country a few years ago, promises to develop one of the largest coffee-raising districts on the North American continent. The country has exceptional and attractive advantages in the way of quality and yield of product, soil, transportation, climate, and other conditions essential to the successful production of coffee. It can be grown at a very low cost, is of excellent quality, and commands a good price.

Development of Guano Deposits in the Gulf of Mexico.

The Mexican government, acting through Señor LEAL, Minister of Fomento, has recently made a contract with Messrs. LOUIS ROSSI and EDWARD CHESIO for exploiting the deposits of guano of the desert islands in the Gulf of Mexico lying near the coast of Campeche and Yucatan. The contract is for a period of ten years and applies to the islands of Alacranes, Arcas, Arenas, Bermeja, Blanco Nuevo, Can Can, Contoy, Desertora, Desterradora, Holhose, Obispo, Pajaros, etc., also the cays opposite Cape Catoche. The concessionaire shall pay to the Government 75 centavos per ton of guano removed, also the export duties provided by the tariff. Messrs. ROSSI and CHESIO are required to commence the work of exploration within six months after the signing of the contract, and the work of exploitation within the ensuing six months.

Artesian Wells and Windmills.

A large number of citizens of the United States have gone into Mexico during the past few years and engaged in various enterprises, mainly agricultural. The lack of water has proved a serious disadvantage to the development of this latter industry in the past, but this has now been overcome by the introduction into the country of artesian wells and windmills. A well recently put down in the plaza of the city of Leon, State of Guanajuato, broke forth at a depth of about 700 feet and gave a splendid flow of water. The success of the undertaking has been widely circulated and has pointedly called attention to this system of obtaining a water supply. It will undoubtedly result in the introduction of windmills in connection with artesian wells for supplying water for drinking purposes and for irrigation.

Inauguration of Electric Railroad.

The first electric railroad in Mexico has just been finished, extending from Jalapa, the capital of the State of Vera Cruz, to Teocelo. The line will be open to public traffic in a few days, and it is expected that the President of the Republic will participate in the ceremony of the inauguration of the enterprise.

URUGUAY.

Projected Harbor Works.

United States Consul SWALM, writing from Montevideo, under date of February 24, advises the Department of State that preparations are being definitely made for commencing work on the much-needed improvements of the harbor of Montevideo. As has been repeat-

edly mentioned in the MONTHLY BULLETIN, plans for the carrying out of this work have been submitted to the Government by skilled engineers, among them some from the United States. These plans, Consul SWALM states, will all be examined again, and as soon as the selection is made the practical work of deepening the harbor and building the breakwaters will be undertaken by the contractor. The work will cost from \$7,000,000 to \$15,000,000, and the attention of contractors in the United States is called to the enterprise.

VENEZUELA.

An official report, recently transmitted to the Bureau, **Imports for March, 1898.** shows the total imports into Venezuela from New York in March, 1898, to have amounted to \$326,519, of which amount \$67,500 were gold coin, the remainder being merchandise of a general character. For the corresponding month of the preceding year the total imports of gold coin, from the same source, were \$4,911, showing an increase in favor of March, 1898, of \$62,588. The importation of merchandise in March, 1897, reached the figure of \$290,615, which, compared with that of the corresponding month in 1898, shows a balance in favor of March, 1897, amounting to \$31,596. These figures show a general result in favor of March, 1898, of \$30,992.

The attention of shippers is called to the following **Shipping Decree.** decree, recently issued by MANUEL A. MATOS, Minister of Finance, as failure to comply therewith may cause considerable trouble to importers. The Government of Venezuela, being desirous of obtaining information of the arrival of ships from foreign ports, and of the contents of the consular invoices of their respective cargoes, in order to avoid delay until the Minister of Finance at Caracas should receive duplicates of the invoices from the consuls abroad, by some subsequent ship: the President of the Republic decrees: "That from April 1, 1898, importers of foreign merchandise shall present to the custom-house with their manifests the original of their respective consular invoices, also a plain copy of them, which the custom authorities shall remit to the Department of Finance with a note stating that said copies have been compared with their respective originals, at most six days after the arrival of the ship."

The Bureau is in receipt of information that a representative of the Whisky Trust of the United States has sailed for Venezuela to superintend the erection of two distillery plants at **Distilleries at Caracas and Puerto Cabello.** Caracas and Puerto Cabello, to cost about \$1,000,000. The machinery is ready for shipment, and it is anticipated that the plants will be in operation during the current year. The elevators will have a capacity of 20,000 bushels of grain, and the two distilleries will have a mashing capacity of 3,500 bushels, equal to 16,000 gallons per day in alcohol and spirits for beverages. The distilleries are to be erected under a concession granted by the Venezuelan Government, which gives the concessionaire the right to import the materials free of duty, and exempts the product from taxation for six years. The present duty on spirits is \$2 per gallon (proof). Spirits for beverages are mostly manufactured from fruits and sugar cane, or imported from Europe.

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RELACIONES COMERCIALES EN AMERICA.— XI.*

RIQUEZAS INTERIORES DE LA PARTE SETENTRIONAL DE SUD AMÉRICA.

Consideradas en el número del BOLETÍN MENSUAL correspondiente al mes de abril, las riquezas territoriales de las Antillas, síguele en orden el estudio de las de aquellos países que componen la parte norte de la América del Sur, ó sean las Repúblicas de Colombia y de Venezuela, las posesiones europeas de la Guayana, la isla holandesa de Curazao y la colonia británica de Trinidad.

Desde el punto de vista geográfico, pues el istmo de Panamá sirve de eslabón entre la América Central y la Meridional, la República de Colombia, con su gran litoral sobre el Atlántico, su costa que baña el Pacífico y sus puertos de Colón y Panamá á cada lado de los dos océanos, merece especial atención. Como acontece con la generalidad de los países hispano-americanos, la población de Colombia no corresponde á su extensión territorial. Rica en productos agrícolas y minerales, su comercio extranjero se reduce tan sólo al cambio de estos efectos por los productos de

* El primero de esta serie de artículos por el difunto Director JOSEPH P. SMITH, fué publicado en el BOLETÍN MENSUAL correspondiente al mes de julio de 1897. Se continuará la publicación de estos artículos, escritos por varios colaboradores y de conformidad con el plan adoptado por el mencionado Señor SMITH.

la industria, que recibe principalmente de Francia, Inglaterra, los Estados Unidos, Alemania, España é Italia.

No obstante la condición montañosa del país, que impide el desarrollo de las vías de comunicación internas, Colombia ha logrado establecer la navegación fluvial por el Magdalena, principalmente, y varias líneas de ferrocarriles que están en explotación, tales como el ferrocarril de Colón á Panamá, lazo de unión entre el Atlántico y el Pacífico, de 47 millas de largo; el de Santa Marta á Sabanilla, llamada Puerto Colombia, de 46 millas, que se extenderá hasta Heredia, en el Magdalena; el de Barranquilla á Sabanilla, 16 millas; de Cartagena á Calamar, 65 millas; el ferrocarril del Cauca, de Buenaventura á San José, 21 millas, que se piensa extender hasta Cali, 64 millas; el de Antioquia, de Puerto Berrío á Monos, 32 millas, que llegará hasta Medellín, 91 millas; el de Yeguas á Honda, 15 millas, que se trata de llevar hasta La María, 7 millas; el ferrocarril de la Sabana, de Facatativá á Bogotá, 24 millas; el de Girardot, de este punto á Juntas de Apulo, 24 millas, que se extenderá hasta Madrid, 48 millas más; el de Cúcuta, de aquí á Puerto Villamizar, sobre el río Zulia, 34 millas, y que se piensa extender hasta Venezuela, y el Ferrocarril del Norte, de Bogotá á Zipaquirá, 31 millas. De estas líneas son americanas la de Cartagena, la del istmo de Panamá y la del Cauca; nacionales, la línea del norte y la de Girardot; pertenece al Departamento de Antioquia la que lleva su nombre; son colombianas, la línea de la Sabana y la de Cúcuta, y el resto son ferrocarriles ingleses.

Los principales puertos de la República son: en el Atlántico, Río Hacha, Santa Marta, Sabanilla ó Puerto Colombia y Cartagena; en el Pacífico, Buenaventura y Túmaco, y en el istmo Colón y Panamá. Estos últimos son puertos libres por donde se hace la mayor parte del comercio de la costa oriental de los Estados Unidos con la occidental de Centro y Sud América. Tocaban en los puertos de Colombia las siguientes líneas de vapores: en Colón, la Panamá Railroad Steamship Line de Nueva York, la Royal Mail, la Compagnie Générale Transatlantique; la West Indies and Pacific y la Harrison, que tocan en Nueva Orleans; la Hamburg-American, la Transatlántica Española de Nueva York, y la Veloce. En Panamá tocan los vapores de la South American Steamship Co., la North American Navigation Co. y la Pacific Mail

Steamship Co. Las dos primeras corren entre Panamá y puertos de la costa del Pacífico de Sud América y las otras dos desde San Francisco de California á Panamá, con escala en puertos de México y de Centro América. A los otros puertos van las siguientes líneas: la Barranquilla Steamship Co., que hace viajes de Nueva York á Barranquilla, regresando vía Cartagena; la Atlas que viaja entre Nueva York y Sabanilla, tocando á su regreso en Cartagena; la West Indian and Pacific que va de Liverpool á Puerto Colombia y de allí á Nueva Orleans con escala en Colón y Cartagena; la Harrison que hace el mismo itinerario; la Transatlántica Española de Nueva York á Puerto Colombia, con escala en Cartagena, Colón y la Habana; la Compagnie Générale Transatlantique, la Royal Mail, la Veloce y la Hamburg-American Line.

El tráfico hasta los lugares donde no llegan los ferrocarriles se hace por caminos carreteros y de recua, circunstancia que deben tener en cuenta y no perder jamás de vista los embarcadores al hacer el empaque de sus mercancías. Fácil es de comprender, dada la necesidad de trasmontar los Andes, que corren por todo el país, qué el empaque de las mercancías debe ajustarse á las facilidades de transporte; que estas deben ir en bultos pequeños, de poco peso, relativamente, bien empacados de modo que se puedan cargar con facilidad en las mulas ó en las carretas.

Las principales producciones de Colombia son café, que se da en abundancia y que se conoce generalmente en el mercado americano como "Savanilla;" cacao, caña de azúcar, bananas de toda especie, algodón, añil, tabaco, vainilla, frutas de todas clases, maderas de construcción y de ebanistería, tagua ó marfil vegetal, maderas tintóreas y plantas medicinales, fibras, etc.; oro, plata, esmeraldas, hierro, petróleo y muchos minerales más. En cuanto se refiere á industrias, las pocas que existen son únicamente de importancia local y apenas producen para el consumo.

El comercio de Colombia por el puerto de Barranquilla durante el año que terminó el 31 de diciembre de 1896, según el informe del Cónsul americano en aquel puerto, Mr. JOHN BIDLAKÉ, alcanzó á las siguientes cifras:

Importaciones	\$8, 870, 993
Exportaciones	9, 644, 398

Es la Gran Bretaña el país que más exporta para Colombia, apareciendo en la lista con \$3,396,223; síguenle en orden los

Estados Unidos con \$1,751,991; Alemania con \$1,719,163; Francia con \$1,502,583 y después España é Italia. Las exportaciones de Colombia para las naciones de Europa fueron por valor de \$7,286,659 y para los Estados Unidos \$2,357,739. Estos datos se refieren al puerto de Barranquilla, nada más. El Cónsul americano en Panamá, Mr. VICTOR VIFQUAIN, en un informe de 13 de setiembre de 1896, publicado en las "Commercial Relations of the United States, 1895-96," dice que, por lo que puede deducir de los escasísimos datos que tiene á la mano, el valor de las importaciones del Departamento de Panamá se puede calcular en \$2,250,000 al año para los puertos de Panamá, Colón y Bocas del Toro. Las importaciones son casi en su totalidad artículos manufacturados. Toda la harina y la madera de construcción son americanas. Los Estados Unidos ocupan el primer lugar en la lista de las naciones que exportan para el Istmo; después vienen Inglaterra, Alemania, Francia, China, Japón, Italia y España. En un informe suplementario fechado á 4 de diciembre del 1896, dice el mismo cónsul, al enviar varios cuadros estadísticos: "El de Panamá demuestra que cerca de la tercera parte de las importaciones es de los Estados Unidos; lo mismo puede decirse de Colón, mientras que el total de las importaciones que hace Bocas del Toro es americano. Este puerto envía todo cuanto produce á los Estados Unidos, Colón como las tres quintas partes y como la mitad Panamá."

Las riquezas interiores de Venezuela son incalculables y su posición geográfica, situada como está al centro de la parte norte del continente sudamericano, la hace peculiarmente apropiado para establecer un comercio más estrecho con los Estados Unidos. Su extenso litoral lo baña el mar Caribe y allí tiene todos los puertos por donde hace su comercio extranjero, que son La Guaira, puerto principal de la República, con un magnífico tajamar donde atracan los buques; Puerto Cabello, Carúpano, Cumaná, Guanta, Maracaibo, sobre el lago de su nombre, por donde se hace todo el tráfico en tránsito para la parte interior de Colombia, la Vela de Coro, y Ciudad Bolívar sobre el Orinoco, el río más importante de Venezuela y el segundo de la América del Sur, navegable por muchas millas y que se comunica con el Amazonas. La única línea americana de vapores que hace el tráfico entre Nueva York y puertos de Sud América es la Red 'D' Line, que sale cada 10

días de Nueva York para La Guaira y Puerto Cabello directamente, tocando en Curazao, y lleva carga y pasajeros para dichos puertos y de trasbordo para Maracaibo y Coro. Uno de los vapores de esta línea hace viajes directos de Nueva York á Maracaibo y Coro, una vez al mes. La Trasatlántica Española, que sale de Nueva York una vez al mes y después de hacer escala en la Isla de Cuba va á Puerto Cabello y La Guaira; la línea Holandesa, que también hace escala en varios puertos de las Antillas y va á La Guaira, Puerto Cabello, Carúpano, Cumaná y Guanta y lleva mercancías para Ciudad Bolívar, Caño Colorado y Güiría, de trasbordo en Trinidad. Las otras líneas de vapores que tocan en puertos de Venezuela son la Transatlántica Francesa, la Hamburg-American, la Trasatlántica Española, la Royal Mail, la Veloce; la West India and Pacific y la Harrison, después de hacer escala en la Barbada, Trinidad, La Guaira y Puerto Cabello, tocan en Curazao, en puertos de Colombia y de regreso muy á menudo en Nueva Orleans, y la línea Prince.

Las condiciones topográficas de Venezuela han sido rémora para el desarrollo de sus vías de comunicación interna. Como en todos los países que atraviesan los Andes la dificultad del tráfico interior depende de los obstáculos que hay que vencer. La falta de brazos y de capital, y la riqueza natural de los países situados en la zona tórrida, su féracidad, sus inmensas áreas aún no cultivadas, cubiertas de bosques ricos de vegetación frondosa serán, hasta tanto que no aumente la población trayendo consigo necesidades hoy casi desconocidas, la causa principal de su tardo progreso. No obstante estas condiciones, comunes á casi toda la América española, Venezuela tiene hoy en explotación los siguientes ferrocarriles: el de La Guaira á Caracas, una de las obras más notables de ingeniería en la América española, que pone en comunicación á la capital con el puerto principal de la República; el Gran Ferrocarril de Venezuela, que parte de la capital al oeste y después de atravesar los ricos valles de Aragua, termina en Valencia, capital del Estado Carabobo, en donde enlaza con el ferrocarril de Valencia á Puerto Cabello, que la une á dicho puerto. El Ferrocarril Central de Venezuela que parte también de Caracas, al este, y llegará hasta los ricos centros productores de Santa Lucía; el de Caracas al Valle; el de Bolívar, de Tucacas á Barquisimeto, que por medio de pequeños vapores enlaza en Tucacas con Puerto Cabello;

el de Barquisimeto, al sudoeste; el de la Ceiba á Valera; el de Santa Bárbara al Vigía; el de Encontrados á la Fría; el de Carenero á San José; el de Guanta á Barcelona; el de Maiquetía á Macuto y varias líneas más en estudio. Hay también muchas carreteras y caminos de recua.

La agricultura y la cría son la principal riqueza de Venezuela. La diversidad de sus climas, la feracidad de su suelo, regado por innumerables ríos, sus inmensas llanuras cubiertas siempre de abundante pasto, aguardan solamente el empuje del capital y del trabajo para producir los más pingües resultados. Los principales productos agrícolas son café, cacao, sarrapia, caucho, azúcar, tabaco, añil, cebadilla, y cuanto produce la zona tropical. Su riqueza pecuaria es también inmensa y solo la falta de medios de comunicación á propósito en el interior del país ha impedido su desarrollo. Esto no obstante, Venezuela surte de ganado en pie á casi todas las Antillas más cercanas á la costa y á las Guayanas. El Ministro americano en Caracas, Honorable FRANCIS B. LOOMIS, en un informe fechado á 19 de noviembre de 1897, dirijido al Departamento de Estado, dice lo siguiente: "La industria pecuaria en Venezuela puede llegar á adquirir en cualquier tiempo tal importancia que se convierta en amenaza para la exportación de ganado de los Estados Unidos. * * * La industria pecuaria está aún en su infancia en Venezuela y hay muchas razones para creer que es capaz de un enorme desarrollo. Los terrenos propios para pasto bueno son de vasta extensión."

Hay en el país 226 minas de cuarentidos metales diferentes, siendo las principales oro, cobre, asfalto, petróleo, urao, marmol, sal, etc.

El principal artículo de exportación de Venezuela es el café, del cual se consume gran cantidad en los Estados Unidos, en cuyos mercados es conocido con los nombres de "Caracas" y "Maracaibo," abarcando la primera de estas denominaciones los cafés del centro del país que se exportan por La Guaira, Puerto Cabello y Cumaná y la de "Maracaibo," los de la región del Zulia y de los Andes, Trujillo, Mérida, Tovar, Boconó, San Cristóbal, etc. Las exportaciones de café de Venezuela para los Estados Unidos, principalmente las de La Guaira y Puerto Cabello, que en 1888 alcanzaban á 242,890 sacos, decayeron en 1893 á 3,178 sacos, por falta de un tratado de reciprocidad entre 1892 y 1894. Cuando

se eliminaron los derechos de represalia en 1894, comenzaron á aumentar otra vez las importaciones de dichos cafés. Las del café de Maracaibo que también decayeron bastante durante aquel período, han vuelto á revivir paulatinamente, hasta el punto de que casi toda la cosecha de esa procedencia viene ahora á este mercado.

El cacao de Venezuela tiene también buen consumo en los Estados Unidos, en cuyos mercados se conoce, como el café, con los nombres de "Caracas" y "Maracaibo," comprendiendo la primera clase los procedentes de Río Caribe, Güiría, Carúpano, Río Chico, Higuerote y otros pueblos de la costa oriental y la segunda clase los del Estado Zulia y los Andes. También se exportan cueros y pieles, caucho, sarrapia, maderas de tinte y otros productos.

Por la índole de las exportaciones se comprende que las importaciones de Venezuela abarcan toda clase de productos de la industria manufacturera, de los cuales se surte de Europa y de los Estados Unidos, siendo las principales importaciones de éste país, harina de trigo, manteca, mantequilla, aceite de kerosene, víveres de todas clases, aceites y pinturas, alambre de púas, cordelería, armas de fuego, cemento romano, droguería y perfumería, ferretería, papel y efectos de imprenta, máquinas de coser, madera de construcción, tabaco picado para cigarrillos, maquinaria, efectos de vidriería y lámparería, y algunas telas y tejidos. La importación principal de estos géneros se efectúa de Inglaterra y Francia, no obstante ser un hecho reconocido que dichos productos de la industria fabril americana pueden competir con los europeos en calidad, aunque no siempre en lo barato del precio.

Las exportaciones hechas por el puerto de Nueva York para los puertos de Venezuela durante el año que terminó el 31 de diciembre de 1897, según datos suministrados á la Oficina de las Repúblicas Americanas por el Señor Don ANTONIO E. DELFINO, Cónsul General de Venezuela en aquel puerto, alcanzaron á \$3,183,016.86, oro americano, y deduciendo de esta cifra \$91,351.76, por oro acuñado, nos queda un total neto de \$3,091,665.10, valor de las mercancías exportadas. Durante el año fiscal de 1896, según las estadísticas del Tesoro de los Estados Unidos, el comercio de Venezuela con este país alcanzó á las siguientes cifras: importaciones de Venezuela, \$9,649,911; exportaciones para Venezuela,

\$3,838,746. En 1893, Venezuela importó las siguientes cantidades: de los Estados Unidos, \$4,207,661; de Francia, \$2,335,300; de la Gran Bretaña, \$4,553,287 y de Alemania más ó menos \$2,000,000.

El territorio de las Guayanas está ocupado por las posesiones inglesas, holandesas y francesas en el continente meridional. Son sus ciudades principales Georgetown ó Demerara, capital de la Guayana inglesa, con un buen puerto; Paramaribo, capital de la holandesa, sobre el río Surinam, y Cayena, capital de la francesa, sobre el Atlántico. Las riquezas naturales de estas colonias son idénticas; todas producen caña de azúcar, que es la más importante de sus industrias, café, cacao, arroz, platanos, etc.; maderas de construcción y ebanistería y minerales de oro. El comercio extranjero de la Guayana inglesa, según informes oficiales, es como sigue: á la Gran Bretaña corresponde como la mitad de las importaciones de la colonia; como la quinta parte á los Estados Unidos y el resto está repartido entre otras naciones. Azúcar, ron, melados, oro y maderas son las principales exportaciones de la colonia. La mayor parte del azúcar viene á los Estados Unidos. En el año de 1895-96 alcanzó la exportación de azúcar para este país á \$3,150,129, contra \$1,685,302 para la Gran Bretaña. Los productos principales que importa de los Estados Unidos son cereales y provisiones de todas clases, y de Inglaterra importa maquinaria, telas, etc.

A este respecto dice el Cónsul americano, Mr. PATTERSON, en un informe publicado en el Volúmen I, "Commercial Relations of the United States 1895-96," lo que sigue: "Como quiera que esta colonia es esencialmente inglesa y sus habitantes están acostumbrados á usar productos ingleses en clase de telas, artículos de fantasía y calzado, la mayor parte no sabe nada de los artículos americanos. Muchos ingleses prefieren ciertas mercancías americanas, pero no pueden conseguirlas. Una de las razones por que las telas y el calzado, casi en su totalidad son importados de Inglaterra es porque las casas importadoras tienen sus agentes en Lóndres, donde sus créditos están establecidos y á menos de verse obligados á no hacerlo, siguen importando de Inglaterra. He hablado con varias personas acerca de esto y aseguran que Inglaterra vende más barato que los Estados Unidos."

La Guayana inglesa está en comunicación frecuente con Europa, y con los Estados Unidos se comunica por medio de los vapores de la Royal Dutch Mail, cada tres semanas; la línea Armstrong, que envía á Nueva York uno ó dos vapores al mes y la línea Quebec de dos vapores mensuales. El flete á los Estados Unidos es módico y la travesía se hace en cerca de 10 días.

En la Guayana holandesa, cuyo comercio ha sufrido en los últimos años por motivo de la baja del cacao, del azúcar y la disminución de la producción de oro, se ha implantado últimamente una nueva industria, la explotación de la resina de la balata, que se empléa como sustituto del caucho. Este producto viene casi todo á los Estados Unidos. Las exportaciones principales de la colonia son balata, cacao, café, oro, cueros, cocos, azúcar y maderas; sus importaciones cereales y provisiones de todas clases, ferretería, telas, kerosene y madera de pino. De los Estados Unidos importa víveres y provisiones, cereales, kerosene y madera de pino y algo de ferretería. Todo lo demás de consumo en la Colonia sale de Inglaterra y de Holanda. El valor total de las exportaciones de la colonia para los Estados Unidos, en el año fiscal que terminó el 30 de junio de 1896, se calculó en \$957,247, contra \$361,657 que fué lo que importó de este país, según las estadísticas oficiales del Tesoro de los Estados Unidos. La comunicación con este país se hace por la "Royal West India Mail."

La Guayana francesa posee ricas minas de oro en explotación. Se cultivan allí el café, la balata, el cacao y la caña de azúcar. También produce maderas de construcción y ebanistería, y plantas medicinales. Las únicas importaciones que hace de los Estados Unidos son cereales, víveres y provisiones de todas clases; todo lo demás lo introduce de Europa. No hay, que sepamos, líneas de comunicación directa con los Estados Unidos. Refiriéndose al comercio de éste país con la Guayana francesa, dice el Cónsul americano, Mr. WASCOGNE, en un informe publicado en el "Commercial Relations of the United States, 1895-96," que á no ser por los altos derechos aduaneros de la colonia, el comercio en maderas y en los productos americanos que allí se importan aumentaría.

Solo nos resta mencionar la isla holandesa de Curazao y la Colonia británica de Trinidad, que ocupan ambas una posición

geográfica excepcional y tienen excelentes puertos. Distan poco de las costas de Venezuela, y sirven de punto de distribución á las mercancías que van para dicha república y Colombia. En Curazao tocan casi todos los buques que van á ambos países. Los únicos productos que exporta Curazao son didivi, pieles y cueros, lana de no muy buena calidad, fosfatos y sal. Sus importaciones abarcan casi todos los géneros de consumo, siendo en su mayor parte los artículos alimenticios que se importan de procedencia americana. Con excepción de muy pocos efectos, casi todas las importaciones de Curazao salen otra vez para las costas de Colombia y Venezuela, desde Panamá hasta el Orinoco. En un informe del Cónsul americano, JARVIS SPENCER, fechado á 9 de febrero de 1897, ocurren estas palabras: "Deseo hacer constar que Curazao tiene más fácil acceso á todas partes de Colombia y de Venezuela que cualquier otro lugar dentro ó fuera de esos países y es por consiguiente el lugar donde debe introducirse la cuña que abra las relaciones de comercio en productos americanos en esta parte de Sud América. Lo que aprueben los comerciantes de Curazao, llegará con toda seguridad á los países á que hago referencia y sabrán apreciar allí sus méritos, pues estos comerciantes comprenden perfectamente las necesidades de sus marchantes."

La Colonia Británica de Trinidad se compone de la isla de este nombre y la de Tobago. Situada á pocas millas del delta del Orinoco, es Trinidad llave de ésta gran arteria fluvial de Venezuela. Aquí como á Curazao llegan mercancías de tránsito para Venezuela. Puerto España, ciudad principal y puerto de la isla, tiene un fondeadero que se considera como el mejor de las Antillas, donde llegan muchos vapores en su viaje para Centro y Sud América. La comunicación entre Nueva York y Puerto España se hace por los vapores de la Trinidad Line y la Royal Dutch Line. Entre Ciudad Bolívar (Venezuela) y Puerto España hay líneas establecidas de vapores que hacen el tráfico por el Orinoco.

Los principales productos de la isla son cacao, de fama universal, café en poca cantidad, azúcar, asfalto, cocos y plátanos. Su comercio de exportación fué en 1896, según datos estadísticos oficiales ingleses, como sigue: importaciones £2,188,189 y exportaciones £2,165,820. De la Gran Bretaña importó la colonia, por valor de £978,565 y de los Estados Unidos por valor de £458,440, contra £943,888 y £669,950 exportado para ambos

respectivamente. El resto del comercio, tanto de importación como de exportación, corresponde á Francia, Venezuela y las otras Antillas.

Tomando en consideración la riqueza natural de estos países y la falta de medios para desarrollarla, la carencia de industrias y de vías de comunicación con el interior, la necesidad ingente de brazos y de capital por una parte y por otra el espíritu de empresa americano, las riquezas que posee el país, sus inmensas industrias que pueden surtir con sus productos todo cuanto en la América española se necesite, parece lo natural que, ayudados por su posición geográfica, fueran los Estados Unidos los dueños del comercio extranjero de la América latina. Verdad es que mientras los Estados Unidos se ocupaban exclusivamente en su propio desarrollo, Inglaterra, Alemania y Francia se dedicaban con ahinco á buscar mercados para el excedente de sus productos industriales. En la América española hallaron lo que deseaban; se dedicaron á estudiar los gustos y las necesidades de aquellos pueblos y los medios de establecer allí un comercio, tanto más lucrativo cuanto que no tenían rivales.

Llegó el momento en que los Estados Unidos quisieron también participar de esos beneficios y comenzaron la taréa, no empleando para ello los métodos seguidos por sus competidores, sino los que daban resultado en su propio país. De entonces acá se han hecho esfuerzos más ó menos continuados en consecución del objeto que se proponían y se han visto cuales son los resultados. Pero las corrientes del comercio no se pueden cambiar á voluntad; para lograrlo se necesita un trabajo laborioso y concienzudo. Es preciso, antes que todo, dar á conocer de una manera práctica y fehaciente la excelencia del producto, sus ventajas, su consumo; es necesario, luego, establecer medios de comunicación entre el productor y el consumidor; estudiar los gustos, las necesidades, las costumbres, los medios de que dispone éste para satisfacerlos, amoldándose en todo á las exigencias del caso.

Nada habla más alto en favor de los productos americanos que las falsificaciones europeas que, con el nombre de productos de los Estados Unidos, se venden en Hispano-América. Este es un hecho que no ignoran los fabricantes americanos y del cual, sin embargo, parecen no sacar todo el partido que pudieran. Tampoco parecen haber estudiado un sistema de créditos que pueda

competir con los que concede Europa—sistema que es la base de su prosperidad comercial en Hispano-América—porque hay que recordar que los pagos se hacen cuando se recojen las cosechas, única fuente de riqueza de esos países, y que son muy contados los comerciantes que compren á corto plazo para vender luego con largos créditos. El productor y el vendedor tienen que ajustarse siempre á las necesidades del consumidor. Mientras esto no se haga, no será posible que florezca el comercio.

Estúdiense en los mercados mismos los usos comerciales, las necesidades peculiares, las costumbres del comprador, como lo hacen las casas europeas. Establézcanse líneas americanas de vapores que viajen de los Estados Unidos á Hispano-América; constrúyanse ferrocarriles americanos allí donde casi todos los que hay son franceses, ingleses ó alemanes; fúndense casas americanas, en competencia con las alemanas, francesas é inglesas, y el producto americano, casi sin otro esfuerzo que el de la introducción al mercado, llegará á ocupar el rango á que sus cualidades le hacen acreedor, pues está ya probado que, con escasísimas excepciones, explicables á causa de lo nuevo de sus industrias, los productos de los Estados Unidos pueden competir y compiten con los de Europa.

El paso que en pro del comercio americano acaba de dar la Asociación Nacional de Manufactureros de los Estados Unidos de América, con el establecimiento en Caracas, capital de Venezuela, de una Exposición permanente es digno del mayor encomio porque es la primera piedra del edificio que, al comercio de los “americanos con los americanos,” levantará todo un continente. Empresas semejantes establecidas en los otros países, acompañadas del estudio de las exigencias especiales de cada uno de ellos, han de ser base de la prosperidad comercial de los Estados Unidos, que, como se ha dicho y es bien sabido, producen y pueden producir todo cuanto se consume en el continente.

Franco J. Sánchez

LA EXPOSICIÓN TRANSMISISIPIANA É INTERNACIONAL.

El día primero del mes de junio ha sido fijado para la inauguración del gran certamen industrial, agrícola y artístico que va á verificarse en la ciudad de Omaha, Estado de Nebraska, y cuya duración será de cinco meses. Todo parece indicar que la Exposición transmisisipiana va á ser, bajo muchos conceptos, de las más notables que se han visto en los Estados Unidos, y que será fructífera en benéficos resultados. Apenas podría ser de otra manera, desde luego que allí van á exhibirse, en primer lugar, las riquezas y productos de esa maravillosa sección que se llama el Oeste, cuyo progreso y desarrollo en los últimos años son el asombro de propios y extraños. Y en efecto, no registran los anales del mundo nada comparable al crecimiento de esos Estados de la Unión Americana, que forman la vasta comarca allende el Misisipí y abrazan un área de más de 2,500,000 millas cuadradas, con una población de cerca de 20,000,000 de habitantes. Es ése el inmenso granero de América, la región agrícola y minera por excelencia, donde se hallan espesas selvas productoras de excelentes maderas de construcción, y se extienden vastísimas praderas, en las que pacen incontables manadas de ganados, que constituyen de suyo una de las más inagotables fuentes de la riqueza pública. Pero, sobre todo, es el Oeste la tierra prodigiosa donde se han levantado, durante la existencia de una generación, bellas y populosas ciudades que figuran en primera línea entre los centros industriales, artísticos y comerciales del país, y que son verdaderos representantes de la cultura nacional.

Quizá por la primera vez van á exhibirse en toda su plenitud los ilimitados recursos del Gran Oeste, y es esto lo que dará á la Exposición Transmisisipiana un carácter especial, que la hace digna de cuidadosa observación por parte de cuantos se interesan en el progreso de América.

Como era de esperarse, el Gobierno de los Estados Unidos ha tomado activa participación en esa notable empresa, y el Congreso ha votado un crédito de \$200,000 para hacer frente á los gastos que necesariamente exigirá la exhibición oficial, incluyendo el edificio, los transportes de objetos y otras cosas semejantes.

Todos los Estados del oeste y muchos del sur y del este concurrirán á la Exposición de Omaha; pero tendrá ésta también un carácter internacional, pues varios países extranjeros han aceptado la invitación que, por conducto del Departamento de Estado, les hizo el Gobierno americano, á fin de que tomaran participación en el gran concurso transmisipiano. Para las naciones latino-americanas reviste especial interés la Exposición de Omaha, porque deseosas, como están, de acrecentar sus relaciones comerciales con los Estados Unidos, no pueden sino ver en aquel acontecimiento una ocasión muy propicia para dar á conocer sus productos, aun más de lo que ya se conocen, en los mercados de este país, y para venir á observar de cerca los adelantos industriales de esta gran nación. Como es bien sabido, el tráfico de la mayor parte de las repúblicas latino-americanas ha sido por largos años principalmente con Europa, aunque hay que reconocer el hecho de que en los últimos tiempos negocian considerablemente con los Estados Unidos, notándose una tendencia favorable al crecimiento de ese comercio.

Pero así y todo, queda mucho por hacer, y día llegará en que tanto los americanos del norte como los del sur recordarán con sorpresa la época en que sus mutuas transacciones comerciales se limitaban á cierta clase de artículos solamente, y en que los habitantes de algunas de las secciones más vastas de este continente cruzaban el Atlántico é iban á los mercados de Inglaterra, Francia, Alemania é Italia en busca de manufacturas que las fábricas americanas producen á perfección. Increíble parecerá entonces que á fines del siglo XIX, los comerciantes de algunos puntos de la América Central, por ejemplo, llevaban de Hamburgo, en Alemania, doblando el cabo de Hornos ó pasando por el estrecho de Magallanes, y atravesando no menos de once mil millas, efectos de diversas clases que podían fácilmente obtener en los Estados Unidos, viajando una quinta parte de aquella enorme distancia.

En ese futuro no lejano, se verán como verdaderas curiosidades numerosos artículos europeos que ahora se encuentran por todas partes en la América latina, tales como pianos, calzado, efectos de vidrio y muebles franceses; sombreros, telas, preparaciones químicas y farmaceuticas, lámparas y juguetes alemanes; géneros de lino, de algodón y de lana, cuchillos, objetos de cuero, papel y ferretería de Inglaterra. Apenas parece posible que hoy mismo

se lleven á la República del Uruguay máquinas de coser de Alemania, siendo este artículo, como es, esencialmente americano. De los Estados Unidos se exportan rieles para Europa, cosa que de seguro se ignora en muchas partes de la América latina, puesto que en varios de aquellos países hacen venir de Inglaterra todo ó casi todo el material de ferrocarril que necesitan, incluyendo los rieles. Á pesar de ser un hecho reconocido que en los Estados Unidos se fabrica la mejor maquinaria del mundo, algunos países de América todavía compran en Europa las máquinas que han menester, sin exceptuar los ingenios de azúcar.

Antes lo hemos hecho constar en el *BOLETÍN MENSUAL* y ahora lo repetimos: la industria de los Estados Unidos es, hasta cierto punto, desconocida en la América latina, y de ahí que el tráfico entre las naciones del norte y del sur de nuestro continente no haya alcanzado aún todo el desarrollo que tendrá más tarde. Á este último resultado contribuyen poderosamente las exposiciones internacionales, y por eso estimamos como sumamente beneficiosa la que está para abrirse en la ciudad de Omaha.

La Oficina de las Repúblicas Americanas comprende toda la importancia que aquel concurso tiene para los países que forman la Unión Internacional, y se interesa vivamente en que obtenga el éxito más completo. Siendo el centro oficial de información en cuanto al comercio, la producción, la industria, el progreso material y, en fin, en cuanto á todo lo que afecta el mejoramiento de las repúblicas del hemisferio occidental, la Oficina desea que la Exposición Transmisipiense sea bien conocida y apreciada en todo el continente. Los trabajos de la Oficina abrazan un gran número de ramos, y no se omiten esfuerzos para hacerlos satisfactorios á todos los Gobiernos representados en esta Unión Internacional. Por medio del *BOLETÍN MENSUAL*, se imparten á los industriales y comerciantes de los Estados Unidos valiosos informes acerca de las oportunidades que ofrecen al tráfico los pueblos meridionales, al mismo tiempo que se llevan á estos últimos las noticias más recientes sobre los mercados norteamericanos.

Como una de las pruebas más elocuentes de los constantes y laboriosos esfuerzos de la Oficina de las Repúblicas Americanas para fomentar el comercio entre todas las naciones de este continente, se puede mencionar el *DIRECTORIO COMERCIAL*, cuyo segundo tomo está para salir á luz. En esta obra, que bien merece que se

la llame única en su clase, se encuentra recopilado mayor número de datos importantes, por no decir necesarios, para el comercio americano, que en todas las otras publicaciones de esa especie que circulan por el mundo. Como libro de consulta, el DIRECTORIO no tiene rival, y no hay exageración en asegurar que, valiéndose de él, los hombres de negocios de la América del Norte y del Sur pueden llegar á conocer mejor los recursos de sus respectivos países, que leyendo numerosos volúmenes sobre ese mismo asunto.

Hemos dicho cuán imperfectamente se conocen en la América latina los productos de la industria norteamericana. Vamos ahora á decir algunas palabras acerca de la carencia de informes que se nota en los Estados Unidos relativamente á los países latino-americanos y sus recursos. Hasta hace muy pocos años, los comerciantes de este país se curaban poco ó nada del tráfico con las naciones de este continente, excepción hecha de México y quizá de una ó dos más; de donde resultara que Europa estableciera un verdadero monopolio comercial en la América Central y del Sur. Muchas causas se han citado para explicar esta especie de indiferencia mercantil por parte de los Estados Unidos, con relación á los otros pueblos del Nuevo Mundo, y una de ellas ha sido, sin duda alguna, el inmenso tráfico entre los estados de la Unión, al cual apenas daban antes abasto las fábricas todas de este país. Andando el tiempo, sin embargo, y cuando la producción industrial excedió al consumo, se hizo indispensable buscar consumidores extranjeros, y, como era natural, se pensó en la América latina y se procedió á hacer un examen de aquellos mercados. Entonces se comprendió por primera vez que este país había abandonado á la especulación europea un vastísimo campo de acción, donde el genio y la actividad del pueblo americano pudieron haber estado recogiendo por largo tiempo ventajas inapreciables. Y á la verdad, cuando se piensa en las riquezas que encierra esa inmensa región que se extiende desde México hasta Chile, no puede menos de sorprender que no haya desde un principio llamado la atención de la Gran República, como teatro digno del espíritu de empresa de una raza esencialmente emprendedora.

Basta echar una ojeada sobre el mapa de América para poder apreciar lo que significan hoy las naciones americanas de origen latino, y lo que necesariamente significarán mañana. Ya la inmigración europea está operando en la República Argentina

una transformación tan prodigiosa como la que operó en los Estados Unidos, y la rica, populosa y espléndida ciudad de Buenos Aires merece que se la designe con el nombre de Nueva York del mediodía. Cuando toda la América del Sur esté poblada en proporción á su área territorial, habrá en aquel hermoso continente más habitantes que los que Europa tiene en la actualidad. La América Central camina con rapidez á ocupar un puesto prominente, desde el punto de vista comercial, al lado de las otras grandes secciones de este hemisferio, y la inmigración extranjera que ya va encaminada hácia sus playas, hará de aquella bellísima comarca uno de los parajes más ricos del globo. Casi innecesario es hablar de México, cuyo progreso durante los últimos años es con justicia motivo de orgullo para sus hijos y de admiración para el mundo entero.

Como poderosos factores en el adelanto de las artes, la industria y el comercio, están reconocidas las exposiciones internacionales, y por eso las grandes naciones celebran de tiempo en tiempo certámenes de esa índole. Francia se prepara activamente para la gran exhibición de 1900, que será la tercera que haya tenido en el término de treinta y tres años. En los Estados Unidos hubo en el transcurso de menos de dos décadas la Exposición del Centenario en Filadelfia, que se verificó en 1876, y la Universal de Chicago, en 1893. Además se han visto otras que, aunque menores en sus proporciones, no lo han sido, probablemente, en sus resultados, como la de Atlanta en 1881, la de Nueva Orleans en 1884, la de San Francisco de California en 1894, la segunda de Atlanta en 1895, y la de Nashville en 1897. La Gran Bretaña reconoció desde muy temprano la necesidad de celebrar exposiciones industriales, y ya en 1828 se verificó una en Londres que no produjo todos los resultados que de ella se prometían. Más tarde, en 1845, la exhibición de manufacturas que se efectuó también en la capital del reino, tuvo el éxito más completo. Cuatro años después vino la exposición de Birmingham, la más perfecta que hasta entonces se había celebrado en aquel país; pero no fué sino en 1851 que Inglaterra ofreció al mundo una de las más notables exhibiciones del siglo presente, y de la cual quedan aún muy gratos recuerdos. Las otras naciones europeas han celebrado en diferentes épocas exposiciones semejantes, y las ha habido en Alemania, Austria, Bélgica, España, Suecia, Rusia, Italia, Suiza,

Turquía, Holanda, Grecia, Dinamarca y Portugal. Entre los países de la América latina que han seguido ese ejemplo, mencionaremos el Brasil, Chile, Venezuela, Colombia, el Perú y Guatemala.

Se comprende que, á medida que el mundo progresa, sean más frecuentes esos concursos internacionales, porque ellos exponen de una manera palpable los adelantos y recursos de un país, siendo verdaderas lecciones objetivas, en que las naciones aprenden, mejor que por ningún otro medio, á apreciarse las unas á las otras. Tomando como ejemplo á los Estados Unidos, es evidente que las numerosas industrias que aquí existen han menester de exposiciones de carácter internacional para hacerse conocer debidamente, pues da mejor idea de los productos de una fábrica una muestra exhibida á los ojos del público, que todas las descripciones y anuncios imaginables. Es por esto que conceptuamos de la mayor trascendencia el que se invite siempre á las naciones extranjeras para que concurren á esos certámenes industriales y artísticos. En el presente caso, sobre todo, en que se trata de una exposición americana, es de ingente importancia que se hallen representadas en ella todas ó la mayor parte de las naciones del hemisferio occidental.

Haciendo á un lado la cuestión puramente comercial, es un hecho que de la estrecha comunicación que se establece durante un concurso internacional entre los habitantes de diferentes países, resultan sentimientos más amistosos entre ellos y, por ende, mejor inteligencia entre los pueblos y gobiernos. De ahí que esas exposiciones deban considerarse altamente provechosas desde el punto de vista de los intereses políticos. En América, sobre todo, tienden á desvanecer ciertos errores que aun existen relativamente á las tendencias políticas de ésta ó aquella república, y nunca se podrá encarecer demasiado la conveniencia de que las dos grandes razas que pueblan este hemisferio se conozcan íntimamente, á fin de que cesen para siempre rivalidades nacidas de añejas preocupaciones.

La ciudad donde va á celebrarse la Exposición Transmisipiiana es una de esas maravillosas creaciones de la energía y actividad del Oeste. Fundada hace apenas 44 años, Omaha cuenta hoy con más de 140,000 habitantes, y es un centro comercial y ferrocarrilero de mucha importancia, como que convergen á él no

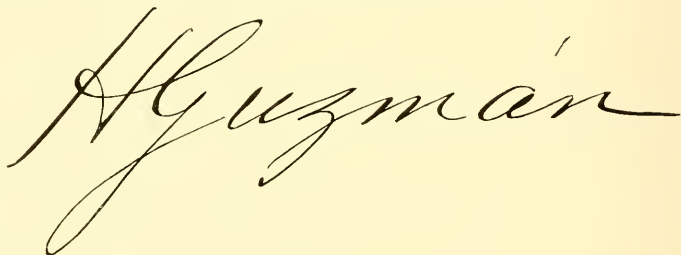
menos de catorce vías férreas, lo cual pone á la ciudad en comunicación con las costas del Atlántico y del Pacífico, así como con el golfo de México. Por esto se verá cuán accesible va á ser la Exposición Transmisipiana á todos los que deseen visitarla, y es de esperar que los pueblos latino-americanos querrán aprovechar la ocasión que se les presenta de venir á ver con sus propios ojos el estado de adelanto y cultura que ha alcanzado el Gran Oeste de los Estados Unidos, inmensa región en la que vagaban, hace apenas medio siglo, hordas de salvajes y manadas de bisontes: pero donde el espíritu de una civilización sin precedente ha levantado como por encanto espléndidas ciudades, que rivalizan en riqueza, refinamiento y buen gusto con las capitales más cultas de Europa y América.

Cuando en el extranjero se habla de los Estados Unidos, con frecuencia se hace caso omiso del Oeste, á extremo de imaginarse, aun estadistas y escritores de nota, que la virilidad y energía de la nación yace casi exclusivamente en los estados del Este, profundo error que ha sido parte á que no se estime en lo que merece toda la magnitud de la Unión Americana. No faltan quienes se figuren que cuando se han mencionado Boston, Nueva York, Filadelfia, Baltimore, Wáshington y Nueva Orleans, ya no hay más que decir respecto de ciudades americanas. ¡Y esto aun después de la Exposición Universal de Chicago, que fué para muchos pueblos de la tierra una verdadera revelación!

En la América latina se tienen nociones más exactas de lo que es el Gran Oeste de los Estados Unidos, desde que se reunió la Conferencia Internacional Americana y que los delegados á esta asamblea hicieron su famoso viaje á diferentes puntos de la República, incluyendo en su itinerario á varios estados occidentales. Propicia ocasión se ofreció entonces á los representantes de las naciones del sur para estudiar el rápido progreso de aquella sección del país, y sabido es que expresaron la mayor admiración ante un desarrollo industrial que, sin duda alguna, muchos de ellos no esperaban encontrar. Desde aquella época, cerca de nueve años han transcurrido, lapso que en otras partes no significa mucho, pero que, dada la vertiginosa rapidez con que el Oeste progresa, puede operar verdaderas transformaciones en esa tierra de los portentos; y si algunos de los que la visitaron en 1889 vuelven á verla con motivo de la Exposición de Omaha, apenas creerán

que en menos de una década se han verificado los cambios que de seguro encontrarán allí.

Una exposición internacional americana, que tuviera por asiento á una de las grandes capitales de la América latina, á la ciudad de México, por ejemplo, sería de trascendentales consecuencias para los intereses comerciales de nuestro continente, y cooperaría de una manera poderosa á la consecución de los fines que la Conferencia Internacional Americana tuvo á la mira cuando recomendó el establecimiento de esta Oficina. Los hombres de levantado espíritu que se interesan en el progreso intelectual y material de nuestros pueblos, deberían cooperar á la realización de ese pensamiento, á fin de que los primeros albores del siglo XX vean la comunión fraternal de las dos grandes razas de nuestra América en un gran concurso artístico, industrial y agrícola.



BRASIL.

ELECCIÓN DE PRESIDENTE Y VICEPRESIDENTE.

En las elecciones generales que tuvieron lugar en el Brasil, el 1° de marzo, fueron elegidos Presidente y Vicepresidente de la República para los 4 años venideros los Señores CAMPOS SALLES y ROSA SILVA, respectivamente. El voto fué unánime. El Señor Salles es ahora Presidente del Estado de São Paulo, y se ha distinguido en los negocios públicos del Brasil durante muchos años. La toma de posesión de estos cargos públicos tendrá lugar en el mes de noviembre próximo.

ESFUERZOS PARA RESISTIR LA COMPETENCIA COMERCIAL.

Mr. WAGSTAFF, cónsul general de Inglaterra en Río, en vista de los peligros que amenazan la supremacía comercial de Inglaterra en el Brasil, ha publicado una carta circular en la cual se

anuncia el proyecto de celebrar en el consulado-general, reuniones periódicas para tomar medidas respecto de la situación á que tienen que hacer frente en aquella república los comerciantes ingleses.

Para que los ciudadanos de los Estados Unidos, interesados en el comercio de Río Janeiro y del Brasil en general, puedan formarse idea de los esfuerzos que está haciendo el cónsul general, Mr. WAGSTAFF, publicamos á continuación el texto íntegro de aquella circular:

CONSULADO GENERAL BRITÁNICO,

Río de Janeiro, enero 31, de 1898.

La competencia comercial, siempre creciente, impone á todos los interesados en el comercio la necesidad no sólo de no perdonar medida alguna que pueda contribuir al desarrollo de sus negocios, sino también de conservar la posición ya adquirida en los diversos mercados del mundo.

Esta idea prevalece ya entre los fabricantes, comerciantes, y clases comerciales en general de todas las naciones; y todos estamos perfectamente impuestos del vivo interés que ha tomado el gobierno británico en asuntos que tienen relación á la supremacía comercial de nuestro país.

En varios lugares se han constituido asociaciones para promover los intereses británicos, y puede ser que los comerciantes y agentes de exportación ingleses consideren ventajoso formar sociedades de la misma clase, en cuyas sesiones, ya periódicas ó ya ocasionales, podrían discutirse en beneficio general las cuestiones que afectan el comercio entre la Gran Bretaña y este país.

El cónsul de su magestad contribuirá en la medida de sus poderes á la realización de este plan. El es de opinión que los comerciantes celebren reuniones periódicas en el Consulado, para lo cual se pondrá un cuarto á la disposición de aquéllos; y el curso y resoluciones de estas juntas formarán parte de los trabajos del departamento comercial del Consulado.

CONTRATO PARA LA ACUÑACIÓN DE NÍQUEL.

El gobierno del Brasil ha sacado á pública subasta el contrato para la acuñación de 20,000 contos de reis en moneda de níquel de 100 y 200 reis. Según los términos de la subasta las proposiciones serán recibidas en la agencia financiera del Brasil, en Lóndres. Se especifica que deberán acuñarse 50,000,000 de piezas de 200 reis y 100,000,000 de 100 reis. La moneda habrá de contener un 25 por ciento de níquel y un 75 por ciento de cobre; el peso será de 15 gramos (231,480 granos) para las monedas de 200 reis, y de 10 gramos (154,310 granos) para las de 100 reis. El importe total de la moneda deberá ser entregado dentro de ocho meses á contar de la fecha del contrato y los postores habrán de prestar una fianza de 10,000 libras esterlinas (\$50,000) en bonos de la deuda pública del Brasil.

NOTA.—El valor nominal del milreis de oro es de 54.6 centavos. En la actualidad, el valor del milreis en billetes es de 14 centavos en moneda de los Estados Unidos.

COMERCIO CON LOS ESTADOS UNIDOS.

Mr. THOMAS L. THOMPSON, que hace poco representaba en el Brasil á los Estados Unidos, publicó en el "Forum" del mes de marzo un largo é interesante artículo acerca de las riquezas de aquel país y sobre las relaciones comerciales que deberían existir entre las dos repúblicas. De dicho artículo extractamos lo siguiente:

Sorprende lo poco que los comerciantes americanos, en general, saben, no sólo del Brasil, sino de todos los países que quedan al Sur. Ignoran que casi está terminada la vía férrea que permitirá al viajero ir de Valparaíso á Buenos Aires, atravesando el continente en carros tan cómodos como los de Pullman. * * * Mientras que buscan en el lejano oriente consumidores para el exceso de producción de nuestro país, tanto agrícola como industrial, los comerciantes americanos, en general, descuidan las oportunidades que les ofrece una vasta región, que, comparativamente hablando, queda á sus propias puertas. No aprecian, al mismo tiempo, el hecho de que los Estados Unidos, que es el país que consume en mayor escala los productos de la América del Sur, pagan constantemente á Europa, en la forma de cambio, un enorme tributo, no solamente en lo que compran en aquel mercado, que es el más inmediato y natural que tienen, sino en todo lo que venden allá. Si se aprovecharan las ventajas que el citado mercado nos ofrece, el consumidor americano no solamente ahorraría lo que en la actualidad paga, en forma de cambio, á su activo rival europeo, que se le ha adelantado en la explotación y desarrollo de las grandes riquezas de las repúblicas del Sur, sino que con el tiempo haría que el balance del tráfico, hoy notablemente en contra de los Estados Unidos, les fuera favorable. * * *

En la primera ciudad comercial del Brasil, Río Janeiro, que tiene cerca de 750,000 habitantes, no existe hoy más que una casa de comercio americana, propiamente hablando, que dispone de bastante capital. En toda la república, que cuenta con una población de 16,000,000 de almas, no hay sino dos casas de comercio como la citada. La colonia americana consta, probablemente, de 1,500 personas registradas, contando unos pocos compradores de café (agentes exclusivamente), agricultores, dependientes, mecánicos, dentistas y otros hombres de profesión, esparcidos en todo el país, mientras que las colonias inglesas, francesas, alemanas, portuguesas y españolas cuentan con millares de individuos que representan centenares de miles de pesos invertidos en empresas bancarias, mineras, de transportes y otras, que dejan dividendos lucrativos. * * * Creo que el Brasil presenta vasto campo á la energía y al espíritu de empresa, si van bien derijidos y sostenidos por suficiente capital. Es evidente que si hubiera un gran número de americanos inteligentes y activos dedicados á empresas industriales en el Brasil, podrían hacer mucho para desarrollar las riquezas naturales del país y aumentar sus recursos, así como en el sentido de llevar su tráfico á los Estados Unidos.

OPORTUNIDADES PARA LOS NEGOCIOS.

Mr. CHARLES P. KING, americano residente en Rio Janeiro y comerciante comisionista, escribe lo siguiente en el "Farm Machinery," sobre el prospecto comercial del Brasil. Mr. KING no recomienda el establecimiento en el Brasil sin capital suficiente, pero refiriéndose á los que cuentan con capital, dice :

Se presentan aquí espléndidas oportunidades para establecer casi toda clase de industrias manufactureras. El país apenas produce nada de lo que consume. Los paños y telas, el calzado, los artículos de ferretería, los instrumentos de agricultura y en general todos los artículos de uso mas común son importados del extranjero. Los derechos de importación son muy fuertes y esta circunstancia permitiría á los fabricantes del Brasil vender sus productos con un enorme provecho.

Los Estados Unidos sólo cuentan con una pequeña parte del comercio de esta República, y no hay ninguna línea americana de buques mercantes que haga viajes á los puertos del Brasil. Si nuestros industriales y comerciantes adoptaran un sistema mejor, un número considerable de transacciones comerciales tendría lugar entre los dos países. En primer lugar es necesario hacer como hacen los ingleses, los alemanes y los franceses; estos países tienen sus agencias regularmente establecidas y ponen estas agencias á cargo de personas que hablan el idioma del país. Un comerciante americano envía uno de sus comisionistas al Brasil, el cual ni conoce las costumbres del país ni sabe hablar una palabra de portugués; y este comisionista vuelve á los Estados Unidos é informa á su comitente que no hay negocios que hacer en aquel país y que no ha podido vender sus géneros, siendo así que dicho comisionista no tuvo otros medios que el de signos y gestos para expresar sus ideas. Los europeos, además, conceden largo crédito á los comerciantes locales. Este sistema ha imperado por mucho años, y á los sud-americanos les disgusta el sistema de los yankees de exigir el efectivo en plazos de treinta días; ellos prefieren no comerciar con un país que tan exigente se muestra en los pagos. Por supuesto los ingleses y alemanes que conceden créditos á largos plazos, obtienen considerable provecho del tiempo de espera, y el riesgo que corren es muy pequeño. No existe razón alguna que impida á los americanos adoptar este mismo sistema; y tendrán que hacerlo así si quieren asegurar el comercio con este país.

COLOMBIA.

SU RIQUEZA MINERAL.

El sur del Africa, la Australia y otros lugares remotos del mundo llamaron, en los últimos años, la atención de personas de los Estados Unidos y del continente europeo á causa de las

inmensas riquezas no explotadas que encerraban. Una vez adquirido el grado de desarrollo á que debían llegar en condiciones normales, el espíritu de empresa quedó en el caso de buscarlas más cerca de sus centros. La República de Colombia ofrece hoy mayores oportunidades y ejerce mayor atracción en este campo. En las últimas semanas se han formado en Lóndres y en el continente europeo, varias compañías nuevas para explotar las maravillosas riquezas minerales de aquel país.

El "Engineering and Mining Journal," que se publica en la ciudad de Nueva York, trae en el número correspondiente al 30 de abril, una extensa é interesante descripción, debida á la pluma de Mr. FRANCIS C. NICHOLAS, acerca de los yacimientos de oro de Colombia y los trabajos que hoy se están haciendo allí. Por venir de fuente tan fidedigna reproducimos en el BOLETIN MENSUAL los siguientes extractos del informe de Mr. NICHOLAS:

La presente relación está basada en las exploraciones hechas en Colombia, desde el golfo de Darién, cruzando el país hasta el Pacífico hasta más abajo de Buenaventura; desde los límites orientales de la República, cerca de Venezuela, al través del país hasta el río Magdalena y desde la costa septentrional hasta las regiones interiores de los Andes. En términos generales, Colombia se puede dividir en cuatro períodos de formación geológica:

1. Las regiones auríferas, que se extienden desde el Ecuador al través de la parte central del occidente del país por Antioquia, cruzando el río Magdalena, hasta un punto en el Estado de Santander y que termina en los distritos del alto Estado Bolívar.
2. Cadenas de montañas á ambos lados de las regiones auríferas, que revelan sedimentos dislocados no auríferos en sí pero que contienen depósitos de oro de placer, que parecen tener origen en las regiones auríferas adyacentes.
3. Las vastas regiones al norte de las montañas y al sudeste en dirección al Amazonas, donde existen sedimentos inferiores, pantanos y ciénegas de poco interés para el minero.
4. Las inmensas cordilleras aisladas de la Sierra Nevada de Santa Marta, que corre por toda la región oriental de la costa del norte.

Una descripción detallada presentaría muchas excepciones á estas consideraciones generales; por ejemplo, en las cordilleras orientales que corren hácia Venezuela, hay masas de rocas volcánicas, siendo frecuentes las violentas acciones sísmicas; en las cordilleras occidentales existen formaciones ígneas mezcladas. El istmo de Panamá, que por muchos respectos difiere de las otras porciones de Colombia, no está incluido aquí.

* * * * *

En Colombia existen, indudablemente, placeres de oro de gran valor, algunos formados por la erosión que se efectúa en las regiones auríferas y otros por movimientos secundarios en los depósitos que han sido arrojados de sus posi-

ciones originales; en éstas formaciones la cuestión que se debe estudiar es la extensión del terreno cuya erosión ha venido á formar concentraciones y depósitos auríferos. Esto se aplica también á los ríos, muchos de los cuales contienen incuestionablemente oro en grandes cantidades. Desgraciadamente, sin embargo, el lecho de roca es muy suave y las corrientes, por lo general, lo han corroído á tal profundidad que es imposible voltearlo. Algunos de los ríos están bien situados para ésta clase de explotación, pero se debe recordar, al pensar en empresas semejantes, que los ríos no pasan frecuentemente por formaciones auríferas, y dadas estas condiciones la principal consideración debe ser la cantidad de material superficial que ha sido arrastrado al río; naturalmente, debe tomarse en consideración también que la cantidad de material que ha sido arrastrado hasta un río, situado de suerte que se pueda revolver su lecho, no es tan grande como en los ríos menos profundos, que desaguan en superficies de terreno más extensas.

Estas consideraciones son simplemente una revista general de ciertas condiciones referentes á las minas de oro de Colombia, tal y como se han encontrado en las referidas formaciones geológicas.

* * * * * *

Con relación á las minas de oro de Colombia, en general, se debe tener cuidado en escoger entre los miles de miles de minas que han sido declaradas y para las cuales hoy se solicitan mercados. Las leyes de Colombia, para adquirir esta clase de propiedades, son muy liberales y cuesta muy poco conseguir el título. Por esta razón son numerosos los dueños de minas y en beneficio de los que deseen ocuparse en este trabajo, diremos que el país está ya bastante lleno de ellos; pero los sindicatos ú otros que inviertan allí sus capitales, encontrarán excelente campo para trabajar, teniendo en cuenta las condiciones muy liberales de los dueños de minas que no pueden tener la esperanza de explotarlas por sí mismos.

Puede ser de interés para los americanos que recuerdan la especulación y quiebra desastrosa de la Compañía Minera del Cristo, saber que ésta propiedad está produciendo todavía y que por algunos años ha dado buenos rendimientos. Esta mina, después que la compañía quebró, fué tomada (en pago de los sueldos vencidos) por los empleados de Colombia que vendieron la propiedad á un sindicato inglés que la puso en explotación, pagando á los tres meses el valor de la compra y todos los gastos con el producto de una rica veta, y desde entonces, no obstante ser una mina de plata, lo cual es desventajoso, ha dado grandes rendimientos y continúa dándolos.

Las regiones mineras del Estado de Tolima, donde está situada la del Cristo, están todas á dos ó tres días de distancia de la ciudad de Honda. Otras minas de plata se están explotando en esta región, especialmente la antigua mina de Frías, que muchos consideran como la propiedad mejor montada de Sud América. Se dice que rinde de £40,000 á £50,000 por año, sobre la base de 50 centavos por onza de plata.

La mina del Rosario la explota una compañía inglesa con buenos resultados y se la considera como una propiedad muy rica. La de Calamante la explota también una Compañía inglesa, y aunque el mineral es de inferior calidad la propiedad produce buenos resultados. Todas estas son minas de plata que se

explotan por medio de la concentración del mineral, que envían luego á Inglaterra para ser tratado allí.

En la antigua mina de Santa María, que ha estado en explotación desde 1826, probablemente se abrirán de nuevo los trabajos; pertenece al Gobierno que la ha arrendado á unos ingleses. Las excavaciones han llegado quizás hasta 1,000 pies y el mineral que produce es apropiado para ser beneficiado allí mismo. Esta es la mina que daba antes la plata fina con que estaban hechas las antiguas monedas de Colombia, que por esta razón alcanzaban un premio sobre otras monedas.

En el Estado de Tolima hay extensos placeres de oro, muchos de los cuales se están explotando con buenos rendimientos. La propiedad de una compañía inglesa la "Columbian Hydraulic," conocida con el nombre de Mal Paso, da todavía excelentes resultados. Excavaciones hechas recientemente, después de contar un falso lecho de piedra arcillosa y esquistos, descubrieron ricos depósitos de cascajos auríferos.

Otra compañía inglesa está explotando una mina conocida con el nombre de La Rica, donde se encuentran grandes lechos de cascajo aurífero en las condiciones más favorables y la propiedad está dando buenos rendimientos.

La mina de Cajongra está en explotación por un americano, su dueño, y hasta ahora ha pagado los gastos mientras se ha trabajado hacia los bancos de arena. Los cortes se están haciendo contra un buen cascajo y se espera que dé favorables resultados. Las minas conocidas como Orita y Malbar son explotadas por compañías inglesas y dan pequeños rendimientos. Tienen grandes bancos de cascajo y mucha agua. Las minas de Barito y Tablaza son también explotadas por compañías inglesas, pero hasta ahora no han dado resultados. Una compañía inglesa compró, y se está preparando para abrir, las minas de Paroquio donde hay mucha agua y los prospectos son excelentes.

La mina de Pavas la explota una compañía francesa, que ha llevado agua á través del río Guarino por medio de un sifón que tiene una caída de 2,000 pies, empleándose al pie de ésta una tubería muy resistente. Cuando se soltó, el agua salió con gran fuerza á través del hierro aún cuando no se podían ver aperturas de ninguna especie. Las uniones eran herméticas y los tubos estaban reforzados con bandas de hierro. La propiedad tiene rico cascajo, se emplea un procedimiento patentado y se mantienen secretos resultados. Se cree que están haciendo mucho dinero y parece que están satisfechos de los rendimientos.

En Tolima hay todavía una gran extensión de placeres de oro que no se han explotado, casi toda en manos de propietarios del país que aguardan la oportunidad de disponer de sus propiedades.

En el Estado de Antioquia hay muchas minas que se están explotando en pequeña escala con maquinaria imperfecta y dan buenos resultados. La mejor de ellas es probablemente la mina Pedro y la explotación del cascajo escogido rinde como \$5,000 por mes. Hay varias minas de cuarzo y placeres que dan tan poco como \$500 por año, pero muchos de ellos producen ordinariamente de \$1,000 á \$3,000 por mes. Muchas personas se ocupan durante la estación seca de lavar oro en los ríos ganando en ésta operación de \$1 á \$2 por día; algunas veces corren con más suerte.

Los embarques de oro hechos de Medellín, Capital del Estado, se calculan en \$300,000 por mes. El 23 de febrero una recua de mulas entregó en Puerto Barrios \$1,240,000 en oro, procedente de lugares del interior, pero en su mayor parte, según se dijo, de la mina Cristales que explota una compañía francesa. La mina de La Pluma, explotada por una compañía inglesa, está dando también resultados excelentes.

Los intereses mineros son probablemente más activos en Antioquia que en ninguna otra parte de la República, pero á causa de la riqueza de los depósitos hay más oriundos del país que trabajen con maquinaria imperfecta, que compañías extranjeras con equipos modernos.

En la parte baja de Antioquia, á lo largo de los ríos Cauca y Nache, hay muchas minas en explotación y una y dos grandes compañías inglesas están explorando minas de cuarzo. El oro se envía directamente á Barranquilla. Se dice que en Antioquia hay mucho terreno sin ocupación, pero soy de opinión que los mejores lugares ya están todos ocupados.

En las regiones del Chocó, en la parte occidental de Colombia, pequeñas explotaciones y lavaderos á la mano están produciendo cerca de \$500,000 por año y en la parte sur del estado del Cauca hay muchos trabajos de mano y de exclusiva.

CONTRATO DE FERROCARRIL.

El Departamento de Estado ha recibido del Ministro HART, fechada en Bogotá el 8 de marzo, copia del contrato celebrado con el Señor JUAN BAUTISTA MANNERO Y TRUCCO, para la construcción de un ferrocarril del puerto de Girardot á la sabana de Bogotá.

El concesionario se compromete á construir el ferrocarril de Girardot y entregarlo ya terminado al cabo de cinco años. También está obligado á cambiar la vía actual por una de 1 metro (39.37 pulgadas) y terminar todos los trabajos y terraplenes necesarios; cambiar los rieles de la línea por otros que pesen 20 kilogramos (44 libras) por metro lineal; las locomotoras, por otras que no pesen más de 30 toneladas cada una, y el resto del material rodante por otro á propósito para un ferrocarril de un metro de vía. Todo esto está comprendido en el trabajo que habrá de ejecutarse en los cinco años. Los primeros 10 kilómetros (6.215 millas) de Juntas de Apulo á Bogotá, deben estar concluidos dentro del término de un año á contar de la fecha del contrato. La falta de cumplimiento hará caducar el contrato, á menos que se pruebe á satisfacción del Gobierno que ésta depende de causas inevitables.

Todo el material rodante de la línea que se está construyendo

y la que se está explotando debe estar renovado en parte y hechas las reparaciones necesarias en el término de ocho meses después de aprobado el contrato, de modo que para aquella fecha debe haber en perfecta condición tres locomotoras compuestas, una nueva de 25 toneladas, dos carros para pasajeros de primera clase, tres para los de segunda, veinte carros de carga y dos para cargar ganado. Los almacenes del puerto de Girardot deben ensancharse lo suficiente para hacer frente á las necesidades del tráfico.

El contratista debe dar una fianza personal de \$50,000 en oro, aceptable por el Ministro de Hacienda, la cual pasará á ser del tesoro de Colombia, si el contratista dejara de cumplir todas las obligaciones por él contraídas.

GUATEMALA.

EMPRESAS DE FERROCARRILES Y VAPORES.

El Cónsul General, Mr. BEAUPRÉ, comunica de Guatemala al Departamento de Estado, con fecha 2 de abril de 1898, que la Asamblea Nacional de Guatemala autorizó formalmente al Presidente CABRERA, el 23 del próximo pasado, para arrendar ó vender el Ferrocarril del Norte de Guatemala, ó celebrar cualquiera clase de contrato que tenga por objeto asegurar la terminación de aquél, á la mayor brevedad, en los términos más ventajosos para la nación.

Como se ha dicho repetidas veces en el BOLETÍN MENSUAL, la construcción de esta línea es la empresa más importante que se ha emprendido en Guatemala desde hace mucho tiempo. Inició la obra el último Presidente BARRIOS y fué el proyecto favorito por el tiempo que aquél estuvo en el poder. Se ha terminado la parte de la línea desde Puerto Barrios, en el Golfo de Honduras, á San Augustin, una distancia de 133 millas; el resto de la línea hasta la ciudad de Guatemala (unas 56 millas) ha sido ya estudiado: la línea ha sido trazada, y la practicabilidad de su construcción plenamente demostrada. Cuando se termine este ferrocarril, serán accesibles las secciones cafetaleras más ricas de la República; quedarán abiertas al tráfico las ricas regiones mineras y forestales, y se espera que la línea ofrezca á esta parte del país las oportunidades para un amplio desarrollo, por tanto tiempo deseado.

Puerto Barrios está á unas 800 millas de Nueva Orleans, y tan pronto como se abra al tráfico esta línea, las mercancías americanas podrán ser fácilmente transportadas y los comerciantes americanos podrán ir cómoda y prontamente á los mercados de Guatemala, aumentándose considerablemente de esta suerte el comercio de los Estados Unidos.

El Cónsul General, Mr. BEAUPRÉ, hablando de la oportunidad para comprar ó arrendar la línea, dice:

Los capitalistas extranjeros comprenden bien la importancia de este ferrocarril desde el punto de vista de los negocios, y yo creo que no cabe la menor duda de que su terminación será un hecho dentro de tres años. Los americanos que deseen invertir su dinero en empresas extranjeras, deben fijar su atención en este ferrocarril. Puede obtenerse una valiosa concesión y completarse el ferrocarril por la mitad de su costo original.

La Asamblea Nacional concedió también facultades al Presidente para celebrar un contrato con la Compañía de Vapores del Pacífico—asociación inglesa—y la Compañía Sud Americana de Vapores de Chile, para el transporte de la correspondencia entre Ocos, puerto de Guatemala, y Chile. El precio habrá de ser \$15,000 por año, que habrá de aumentarse hasta \$30,000 cuando estos vapores extiendan su servicio hasta San Francisco.

Se ha hecho observar en números anteriores del BOLETÍN MENSUAL, que estas dos líneas de vapores, cuyo término por el norte era Panamá, han extendido recientemente su servicio á los puertos de la América Central con el fin de llegar hasta San Francisco.

Como complemento de lo antedicho, el Cónsul General Beaupré informa al Departamento de Estado, con fecha 6 de abril, que el Gobierno de Guatemala ha celebrado un contrato con los Sres. MAY and JEKYLL, ciudadanos de los Estados Unidos, para explotar el Ferrocarril del Norte, recibiendo del Gobierno una prima de \$40,000 por mes. Ha sido nombrado gerente general, con residencia oficial en Puerto Barrios, Mr. J. T. NORTON, un americano. El contrato comenzó á correr desde el 1° de abril.

ESTADO DEL COMERCIO.

Según un informe oficial francés, publicado en el "Nouveau Monde," el valor de la exportación de Guatemala en 1896 y años precedentes, excedió considerablemente al de la importación. La

exportación fué de 23,085,000 de pesos y la importación de 9,143,000. El informe agrega que la riqueza cafetalera está principalmente en manos de alemanes, la mayor parte de los cuales no residen en Guatemala. Por consiguiente, los productos de esta industria son remitidos á Alemania, en vez de gastarse en el país.

Los intereses alemanes en Guatemala se calculan en más de 150,000,000 de marcos. Los alemanes han contribuido mucho al desarrollo de la riqueza agrícola del país.

HONDURAS.

CONCESIÓN PARA ABRIR Á LA NAVEGACIÓN EL RÍO PATUCA.

Mr. W. M. LITTLE, Cónsul de los Estados Unidos en Tegucigalpa, comunica á esta Oficina que en la última sesión ordinaria del Congreso á Honduras, se otorgó una concesión á Mr. JOHN E. WOOD y asociados, de Cleveland, Ohio, para canalizar la entrada del río Patuca y navegar sus aguas. A continuación se da un resumen de las condiciones de la concesión.

El concesionario se obliga á canalizar la boca del río para dar entrada á buques de poco calado, y á construir un muelle y una aduana. También se le autoriza para establecer y explotar una línea de vapores desde la boca del río hasta unas 150 millas arriba.

En consideración al cumplimiento de las estipulaciones ya enumeradas, el concesionario percibirá los derechos de muellaje que hayan de pagar los artículos que entren el río, ya sea para la exportación ó ya para la importación; tienen también los concesionarios el derecho exclusivo de navegar el río por medio de vapores ó de otros buques, por un período de diez años, y se les otorgan asimismo preferencias en las concesiones para la construcción de un ferrocarril desde el punto de partida de la navegación á todos los puntos en el Departamento de Olancho, así como también se les conceden ciertas facilidades para la colonización de aquella parte del país. También recibirá el concesionario 100,000 hectáreas (247,110 acres) de terreno nacional.

El Cónsul LITTLE dice que el río Patuca es el más importante del país, y que si el plan de navegación se lleva á cabo, quedará establecida la comunicación por vapor con aquella parte del país que se considera como la sección agrícola más rica de Honduras.

MÉXICO.

MENSAJE LEIDO POR EL PRESIDENTE DE LA REPÚBLICA AL ABRIRSE EL SEGUNDO PERÍODO DE SESIONES DEL 19º CONGRESO DE LA UNIÓN, EL 1º DE ABRIL DE 1898.

A continuación publicamos una sinópsis del mensaje del Presidente de México, Don PORFIRIO DIAZ, leído á los miembros de ambas cámaras el 1º de abril de 1898, al abrirse el segundo período de sesiones del Congreso 19º.

El Presidente felicita al país por el hecho de que las relaciones exteriores continúan con el carácter de amistosa cordialidad que felizmente han ofrecido desde hace algunos años.

Hablando de los varios establecimientos de beneficencia de la República, y especialmente del que se menciona á continuación, dice:

El Nacional Monte de Piedad hizo, durante el año de 1897, préstamos por cerca de dos millones seiscientos cincuenta mil pesos, suma á la cual no había llegado en los años anteriores. Todas las demás operaciones de esa útil institución tuvieron proporcionalmente un movimiento considerable.

Refiriéndose á la instrucción pública, el Mensaje dice:

Los exámenes semestrales en los establecimientos de instrucción primaria superior de la capital, de las cabeceras de las prefecturas y los territorios, se verificaron con regularidad, así como los exámenes de fin de año en todas las escuelas elementales, habiendo aumentado considerablemente el número de éstos, pues la inscripción total, sin computar los datos del Distrito Sur de la Baja California, que aún no se reciben, ascendió á cincuenta y seis mil seiscientos treinta y ocho alumnos. Las escuelas nacionales casi en su totalidad están dotadas abundantemente de los muebles y útiles necesarios.

De la industria minera, el Presidente dice:

Satisfactorio es el estado que guarda en la República la industria minera. Durante el período á que se refiere este informe se han expedido novecientos cincuenta y siete nuevos títulos que amparan ocho mil doscientas noventa y siete pertenencias de una hectárea, ascendiendo á siete mil cuatrocientos setenta y seis los títulos expedidos con arreglo á la nueva ley del ramo y que comprenden una superficie de cincuenta y ocho mil quinientos cuarenta y tres hectáreas.

La exportación de minerales sigue en aumento, pues por los datos publicados hasta ahora se ve que el valor de los minerales exportados durante los meses de junio á noviembre últimos ascendió, en números redondos, á treinta y nueve millones de pesos, contra poco más de veintiocho millones en igual semestre de 1896. En esa exportación figura la plata con un valor de treinta y cuatro millones de pesos; el oro con más de tres millones, y el plomo con un millón

doscientos mil pesos. Aparecen también exportados el antimonio y minerales de zinc.

Da idea del movimiento en la industria minera, el que se observa en alguno de los grandes establecimientos metalúrgicos, fundados al amparo de concesiones del Gobierno. La fundición central de Aguascalientes recibió para beneficiar, durante el año fiscal de 1896 á 1897, ciento dos mil trescientas cuarenta y nueve toneladas métricas de minerales. La de San Luis Potosí en el mismo período, cincuenta y siete mil seiscientos cincuenta y tres; y la gran fundición de Monterrey, ciento ochenta y cinco mil setecientas treinta. La negociación de la Velardeña en Durango, benefició cincuenta y tres mil doscientas cuarenta toneladas. La Compañía del Boleo, en Baja California, fundió ciento setenta y un mil toneladas de mineral de cobre, y la de Mazapil quince mil de mineral de cobre y plata.

La agricultura presenta asimismo un aspecto halagador. Se han fundado algunas grandes empresas agrícolas, los cultivos se perfeccionan, y las buenas cosechas que en general se obtuvieron en el año pasado, permitirán que esa industria marche con más desembarazo en el presente. El valor de la producción agrícola en el año de 1896 fué de doscientos veintiún millones de pesos, sin incluir los ganados, los productos de los bosques, ni las frutas.

El Mensaje continúa:

Las leyes sobre aprovechamiento de aguas de jurisdicción federal han despertado el mayor interés. Sigue siendo considerable el número de solicitudes que se presentan á la Secretaría del ramo, pidiendo concesiones para usar de esas aguas en riegos y como potencia.

Con arreglo á la ley de industrias nuevas, se abre en estos días en el Distrito Federal una gran fábrica de barro vitrificado y en virtud de la concesión aprobada por el Congreso, comienza en Yucatán sus trabajos otra fábrica de notable importancia, de caballería y cordelería.

En el ramo de terrenos baldíos se han realizado también operaciones importantes, habiéndose reducido á propiedad particular, durante el período comprendido en este informe, cuatrocientas diez y nueve mil hectáreas de terrenos baldíos y nacionales, conforme á la ley de la materia. Esta superficie queda amparada por mil cincuenta y dos títulos, de los que se expidieron gratuitamente ochocientos catorce. Los terrenos enajenados produjeron la amortización de títulos de la deuda por trescientos veinticuatro mil setenta y un pesos.

En materia de colonización se han obtenido algunos buenos resultados, aunque en modesta escala. No puede México por ahora ofrecer aliciente para simples braceros, pero sí, ofrece ventajas para emigrantes con pequeño capital, como lo patentizan los ya establecidos en colonias formadas con extranjeros laboriosos.

Las obras del puerto de Veracruz se prosiguen con toda regularidad, siendo de lo más satisfactorio el resultado que ofrecen hasta ahora. Los vapores de cabotaje se acoderan ya á los muelles para efectuar su carga y descarga.

En Tampico se terminó el muelle fiscal de madera, y antes que fuera recibido oficialmente, quedó destruido por un incendio.

En el puerto de Coatzacoalcos se ha practicado un canal de cuatro metros de profundidad con relación á marea media. Esto ha permitido el paso sobre la barra á vapores que antes no podían entrar en la ría. Se ha celebrado un nuevo contrato para el establecimiento de una línea de navegación entre Galveston y Veracruz, tocando en Port Arthur y Tampico.

Refiriéndose á ferrocarriles, dice el Mensaje :

De setiembre de 1897, á la fecha, se han construido trescientos quince kilómetros de vías ferreas, correspondiendo ciento cuatro al ferrocarril de Coahuila y Zacatecas; setenta y seis á ramales particulares que enlazan con las líneas federales; cincuenta y cinco al de México y Cuernavaca; veintidós al eléctrico de Jalapa, diez y seis al de Mérida y Campeche; diez y siete al de Jalapa á Teocelo, y el resto á los ferrocarriles de Mérida á Peto, de Hidalgo, Guanajuato á San Luis, Cazadero á Solis y Nautla á San Marcos. Las líneas ferroviarias en su conjunto se extienden á once mil ochocientos sesenta y cuatro kilómetros, numero inferior al consignado en mi último informe, por haber convenido el Gobierno con varias empresas en la supresión de vías que no se explotaban debido á su poca importancia.

Los tranvías construidos con autorización de los Estados Unidos tienen un desarrollo de doscientos treinta y cuatro kilómetros.

De setiembre á la fecha han sido otorgadas doce concesiones de ferrocarriles y declaradas tres caducidades, contándose entre las primeras la reforma de la línea que ligará el ferrocarril de Tehuantepec con los demás de la República.

El Mensaje hace referencia á varias carreteras construidas últimamente y abiertas al servicio público; y pasa después á tratar del servicio postal en los siguientes términos:

La venta de timbres postales, en el primer semestre del actual año económico, importa seiscientos veintinueve mil quinientos setenta pesos, producto no inferior al de este ramo cuando los timbres tenían doble valor; lo cual demuestra que la reducción del porte ha duplicado en tres años el movimiento de la correspondencia.

El importe de los giros postales en el mismo semestre, da un aumento de cuarenta por ciento.

Se han establecido siete nuevas administraciones de correos y treinta y cuatro agencias, que unidas á las existentes en 1º de julio de 1897, dan un total de mil seiscientas cincuenta y cinco oficinas locales.

El servicio postal ha quedado establecido en todas las líneas de ferrocarriles, y se desempeña por medio de noventa y una oficinas ambulantes, servidas por ciento cincuenta y cinco agentes.

Se ha inaugurado el sistema de trasbordo directo en las diversas líneas de ferrocarriles, ahorrándose así veinticuatro horas en la comunicación de los Estados Unidos del Norte y Sur de la República; y se han adoptado otras medidas con que se ganan hasta cuarenta y ocho horas en la correspondencia con varias naciones de Europa.

La red telegráfica federal ha continuado ensanchándose. De setiembre á la

fecha se han construido quinientos sesenta y cinco kilómetros de líneas nuevas, se han corregido los trazos de algunas de las antiguas y seguido sustituyendo el hilo de hierro por el bronce fosforoso en varios tramos de la costa.

En el año de 1897 se distribuyeron un millón ochocientos sesenta y cinco mil trescientos tres mensajes.

Pasando al ramo de Hacienda, el Presidente manifiesta que después de su último informe no se ha verificado cambio alguno de importancia en la situación económica del país, ni en las condiciones del Tesoro Federal. Las mismas causas que en el año pasado venían influyendo en favor del desarrollo de la industria y del comercio de exportación, si bien con perjuicio del consumo de efectos extranjeros y de los cambios sobre el exterior, han seguido obrando en estos últimos meses, con mayor ó menor intensidad, sin haber ocurrido ningún hecho notable que pueda indicar la solución definitiva del problema de la plata, que tanto interesa á la República.

Los únicos efectos dignos de mencionarse en el movimiento de las rentas federales, son: en sentido adverso, el aumento en el importe del servicio de la deuda exterior y la disminución que se advierte en los derechos de importación, resultado ineludible del rápido desenvolvimiento de nuestra industria fabril; y en sentido favorable, el mayor desarrollo de los productos del timbre, síntoma seguro de creciente actividad en las transacciones interiores. En conjunto los ingresos, durante el primer semestre del año económico actual, fueron de veinticinco millones setecientos mil pesos, cifra igual, con muy corta diferencia, á la mitad del total producto de las rentas públicas durante el año económico anterior.

La ley general de bancos, dice el Presidente, ha seguido produciendo los frutos que de ella esperaba el Ejecutivo. Las concesiones otorgadas con arreglo á dicha ley, han sido debidamente cumplimentadas en los plazos fijados por los convenios respectivos y hoy cuenta la República con trece bancos de emisión en plena actividad en los Estados, además de los dos grandes bancos que funcionan desde hace años en esta Capital, con numerosas sucursales en toda la extensión del territorio mexicano.

FUNDICIÓN DE ACERO EN CHIHUAHUA.

Dice la "Iron Trade Review" que la compañía denominada "Wellman Seaver Engineering Company" ha celebrado contrato para instalar en Chihuahua, México, una nueva fragua de frente

abierto para la fabricación de acero por el procedimiento básico. Los Estados Unidos suministrarán la mayor parte del capital y una nueva compañía se ha hecho cargo de llevar á cabo la empresa. Esta será la primera fábrica de acero de la República de México. Será un taller montado á la moderna en todos sentidos, con los aparatos reformados más recientes.

La Compañía Industrial Mexicana tiene abierto un taller de maquinaria para laminación de metales en Chihuahua, que empezó á funcionar en 1892. El equipo consta de dos hornos de gas "Siemens," tres trenes de cilindros (8, 12 y 20 pulgadas), un martinete de 1,500 libras y siete máquinas de cortar clavos. Su producción anual es de 10,000 toneladas de hierro en barra, pernos, tuercas, arandelas, herraduras, y 12,000 cuñetes de clavos. Los retazos de metal, en los que abunda México, suministran la materia prima. La proyectada fragua de frente abierto será situada próxima á la máquina laminadora, y la mayor parte del acero será fabricado con retazos. Hay depósitos de mineral de hierro duro en el país, pero no están en explotación.

HACIENDA É INDUSTRIAS.*

Fechado en 28 de enero de 1898, el Honorable POWELL CLAYTON, Ministro de los Estados Unidos en México, envió al Departamento de Estado una exposición de las partidas del presupuesto para el año fiscal de 1898-99, que propuso al Congreso de México el Señor LIMANTOUR, Secretario de Hacienda.

El total de ingresos para el año, basado en los cálculos acostumbrados, se estima en \$51,659,500, ó sea \$549,383 más que el del año fiscal pasado. Esto no obstante, con el objeto de hacer frente á un pequeño déficit que se teme, se resolvió gravar con un impuesto la fabricación de bebidas alcohólicas. Se calcula que dicho impuesto producirá \$450,000, lo cual hace que el total de ingresos suba á \$52,109,500.

El total calculado á los egresos del Gobierno alcanza á \$52,289,484.45, de suerte que el presupuesto, tal y como ha sido iniciado, arrojará un superávit de \$20,015.55.

Tomando en consideración lo abundante de las cosechas en el

* En este informe los cálculos son hechos en moneda de México. El valor del peso mexicano, según el avalúo hecho por el Director del Cuño de los Estados Unidos el 1 de Enero de 1898, es de cuarenta y seis centavos en moneda de los Estados Unidos.

año pasado, el Señor LIMANTOUR espera grande aumento en la compra de mercancías extranjeras durante el año fiscal en consideración y, desde luego, un incremento correspondiente de las rentas producidas por los derechos de importación, así como también el impuesto interno del timbre, que será más productivo cuanto mayor sea el comercio interno.

Los ingresos por concepto de derechos de exportación se calculan en \$1,393,000, producidos como sigue:

Artículos.	Ingresos (plata).
Exportación de maderas nacionales de construcción y ebanistería, palo de tinte y de moral, y tránsito de maderas extranjeras (promedio entre el rendimiento de los dos últimos años)	\$225, 000
Raíz de zacatón, que ha aumentado en productos, suma igual al año pasado.....	25, 000
Chicle, que se halla en iguales circunstancias	42, 000
Orchilla, cuya exportación está concluyendo	1, 000
Henequén, suma igual al año pasado.....	350, 000
Ixtle, igual al producto del año pasado	43, 000
Cueros y pieles de todo género, que está en constante alza, cantidad igual al año 1896-97.....	77, 000
Café, calculando una exportación de 18,000,000 de kilogramos (39,682,800 libras)	630, 000
Total de los ingresos por exportación.....	1, 393, 000

Bajo el ramo de "Impuestos diversos sobre el Comercio Exterior" computado sobre los ingresos de los años anteriores, se calculan las siguientes entradas:

Ramos.	Ingresos (plata.)
Dos por ciento para obras de los puertos sobre \$21,500,000 de derechos de importación	\$430, 000
Derechos especiales de puerto	47, 000
Derechos de tonelada, faro, guarda, y almacenaje.....	100, 000
Derechos de patente de navegación	1, 000
Derechos de practaje y capitánías de puerto.....	42, 000
Derechos de sanidad	72, 000
Derechos sobre facturas consulares	227, 000
Derechos por certificados expedidos por cónsules y legaciones.	8, 000
Derechos para el cobertizo del muelle de Veracruz	27, 000
Total	954, 000

Los ingresos producidos por la venta del timbre se calculan en \$6,885,000, iguales á los del presente año fiscal. Las rentas que recaudará la Tesorería Nacional de los Estados se computa en \$5,450,000, suma que corresponde á la del año fiscal de 1895-96.

Al referirse á la minería de oro y plata, dice el Sr. LIMANTOUR que la baja de la plata no ha impedido el aumento de la producción de dicho mineral en México, mientras que en otros países se están cerrando los establecimientos mineros. Esto lo atribuye al conocimiento cada vez más profundo de las riquezas naturales de México, al empleo de los adelantos modernos en el tratamiento de los minerales y en la explotación minuciosa de este, y asevera que la extracción de la plata puede hacerse con provecho aún cuando su precio bajara más. Como la producción del oro también ha tenido incremento, se espera que el impuesto minero por este concepto muestre un ligero aumento también, comparado con el del año fiscal pasado. Se calcula que por este respecto se percibirá una renta de \$2,730,000. El presupuesto del impuesto sobre el tabaco es igual al del año anterior \$1,225,000. El impuesto sobre alcholes se calcula en \$818,000.

Se computa en \$20,000,000 el ingreso total producido por la renta del timbre. Calcúlanse en \$1,260,000 los derechos de amonedación, ensayo y otros análogos, y por derechos de marcas de fábrica y patentes de invención, la suma de \$20,000.

El presupuesto de los ingresos federales por contribuciones directas, en el Distrito Federal y en los Territorios, se estima en \$2,511,000 lo que arroja un pequeño incremento sobre las entradas del año pasado por este respecto.

Se calculan los productos de ferrocarril de Tehuantepec en \$180,000.

La exposición abarca también varios otros ramos que son fuente de ingresos para el Gobierno. Sólo se han enumerado aquí los principales.

EGRESOS.

El cuadro siguiente representa los egresos presupuestos á los diversos ramos del servicio público. Es de notarse que la cuenta de gastos en el presupuesto general para el próximo año fiscal, alcanza á \$1,707,500 más que en el año en curso. Debe tenerse en cuenta, sin embargo, que una gran parte de ésta suma está destinada á subvenir á los gastos ocasionados por las grandes mejoras contratadas para los puertos de Vera Cruz, Tampico, Coatzacoalcos, Salina Cruz y otras empresas públicas. Además, los cálculos están basados sobre pesos de á cuarenta y seis centavos,

que es el valor que se les ha asignado en el próximo año fiscal, mientras que para el corriente año el cambio se calculó á la rata de cuarenta y ocho centavos, diferencia que, por sí sola, sube á \$636,320.

Ramo.	Presupuesto, 1897-98 (plata).	Presupuesto, 1898-99 (plata).
Poder Legislativo	\$1,018,643.90	\$41,018,643.90
Poder Ejecutivo	80,968.60	80,968.60
Poder Judicial	433,051.80	444,654.15
Secretaría de Relaciones	531,741.50	543,467.55
Secretaría de Gobernación	3,652,817.45	3,685,272.85
Secretaría de Justicia	2,288,052.85	2,311,560.75
Secretaría de Fomento.....	742,973.11	741,874.66
Secretaría de Comunicaciones.....	5,450,217.45	5,627,544.09
Administración de Hacienda.....	6,069,552.85	6,121,229.90
Deuda Pública.....	18,853,768.00	19,964,268.00
Secretaría de Guerra.....	11,450,196.47	11,750,000.00
Total	50,581,983.98	52,289,484.45

Ramo.	Aumento (plata).	Disminución (plata).
Poder judicial	\$1,602.35	.....
Secretaría de Relaciones.....	11,726.05	.....
Secretaría de Gobernación	32,455.40	.....
Secretaría de Justicia.....	23,507.90	.....
Secretaría de Fomento.....	.....	\$1,098.45
Secretaría de Comunicación	177,326.64	.....
Administración de Hacienda.....	51,677.05	.....
Deuda Pública	1,110,500.00	.....
Secretaría de Guerra	299,803.53	.....
Total.....	1,708,598.92	1,098.45

VÍAS DE COMUNICACIÓN CON LOS PRINCIPALES CENTROS COMERCIALES.

La siguiente lista comprende los nombres de las varias vías de comunicación utilizables en el comercio con los principales mercados del país.

PARA LA CIUDAD DE MÉXICO.

Vía Veracruz y del Ferrocarril Mexicano Interoceánico.

Vía Tampico y Ferrocarril Central Mexicano.

Vía Laredo y del Ferrocarril Nacional Mexicano.

Vía de Piedras Negras y Ferrocarriles Internacional y Central Mexicanos.

Vía de Paso del Norte y del Ferrocarril Central Mexicano.

PARA GUADALAJARA.

Vía de Veracruz y Ciudad de México y del Ferrocarril Central Mexicano.

Vía de Tampico y Ferrocarril Central Mexicano.

Vía de Piedras Negras y Ferrocarriles Internacional y Central Mexicanos.
Vía de Paso del Norte y Ferrocarril Central Mexicano.

PARA PUEBLA.

Vía de Veracruz y Ferrocarril Mexicano Interoceánico.
Vía de las Aduanas de la frontera del Norte, por la Ciudad de México, y el Ferrocarril Mexicano ó Mexicano Interoceánico.

PARA SAN LUIS POTOSÍ.

Vía Tampico y Ferrocarril Central Mexicano.
Vía Laredo y Ferrocarril Nacional Mexicano.

PARA MONTEREY.

Vía Tampico y Ferrocarril de Monterey y el Golfo.
Vía Laredo y Ferrocarril Nacional Mexicano.

PARA CHIHUAHUA.

Vía Paso del Norte y Ferrocarril Central Mexicano.
Vía Tampico y Ferrocarril Central Mexicano.
Vía Veracruz, Ciudad de México y Ferrocarril Central Mexicano.

PARA DURANGO.

Vía Piedras Negras y Ferrocarril Internacional Mexicano.
Vía Veracruz, Ciudad de México y Ferrocarriles Central é Internacional Mexicanos.
Vía de Tampico y Ferrocarriles Central é Internacional Mexicanos.

PARA OAXACA.

Vía Veracruz, Ciudad de Puebla y Ferrocarril Mexicano del Sur.
Vía de las Aduanas de la frontera, Ciudad de México á Puebla y Ferrocarril Mexicano del Sur.

SANTO DOMINGO.

AUMENTO EN LAS TARIFAS.

El Gobierno dominicano ha hecho las siguientes alteraciones en las tarifas de aduana que empezarán á regir en 1° de abril de 1898.

Según el artículo 1°, se crea un recargo de 10 por ciento sobre los derechos de aduana vigentes, el cual se destina exclusivamente para la garantía y pago de las obligaciones contraídas por el Gobierno con motivo de las operaciones que se están llevando á cabo para la conversión de la deuda extranjera denominada “bonos de oro consolidados del 4 por ciento, 1893, y los consolidados de la reclamación franco-americana de 1895.”

Según el artículo 2°, el tiempo y forma en que ha de empezar á regir el antedicho recargo, se dejan á la discreción del Ejecutivo.

VENEZUELA.

CONTRATO DE INMIGRACIÓN.

MR. W. W. RUSSELL, Secretario de la Legación de los Estados Unidos en Carácas, comunica al Departamento de Estado, con fecha 10 de enero, el texto completo del contrato celebrado entre el Gobierno de Venezuela y Don LUDOVICO DOTTI, ciudadano italiano. Según este contrato, el Señor DOTTI se obliga por sí y en representación de sus asociados á traer á Venezuela 1,000 familias italianas anualmente, con la condición de que los miembros varones sean labradores. Estos hombres deberán poseer conocimientos elementales de agricultura, tener más de diez y ocho años y ser saludables y de buenas costumbres. El Señor DOTTI se obliga á construir los edificios necesarios para el uso de los colonos y proveerlos de las herramientas y utensilios necesarios. Se le exige además que construya una iglesia en cada colonia y un edificio para oficinas públicas y escuelas. El Gobierno exime á las varias municipalidades del pago de contribuciones por un período de tres años, y concede la entrada libre de todas las herramientas y maquinaria; así como la de los efectos personales, materiales para la construcción de 1,000 casas anualmente, y materiales para la construcción de puentes y acueductos. Todos los derechos civiles de que disfrutan los venezolanos quedan extendidos á los inmigrantes. Los colonos quedan en libertad de dedicarse á la clase de cultivo que prefieran, pero con el objeto de fomentar el cultivo de la vid y del trigo, se dispone que una tercera parte de los terrenos adaptables á la producción de aquellas plantas, deberá ser dedicada al cultivo de las mismas. La compañía tendrá derecho á las minas que se encuentren en las tierras de las colonias.

Después de tres años de ocupación y cultivo, el Señor DOTTI deberá dar á cada familia la casa que se le asignó, y á cada miembro de la familia 3 hectáreas (7.41 acres) de las 6 hectáreas (14.82 acres) de tierra labrantía que se la haya asignado. La compañía se obliga á establecer una línea regular de vapores entre Venezuela é Italia, los cuales harán dos viajes redondos cada mes entre los dos países, tocando en Liorna, Génova, Barcelona, Tenerife, Trinidad, La Guayra y Puerto Cabello. Estos vapores

tienen opción á hacer escala en otros puertos; quedarán obligados á hacer el servicio de correos y paquetes postales entre aquellos puertos, sin remuneración alguna del Gobierno. La Compañía tendrá el derecho de establecer comercio de cabotage entre cualesquier puertos de la República.

El Señor DORTI se obliga á establecer dentro de tres años un banco con un capital suscrito de no menos de 20,000,000 bolívars (\$3,160,000) de los cuales el 25 por ciento habrá de ser en efectivo y como fondo de garantía. El banco empleará su capital en préstamos á los colonos para el cultivo de sus tierras y sus crías de ganado. Este banco es de naturaleza doble; además de banco hipotecario, será banco de emisión y descuento. La sección de emisión y descuento podrá emitir billetes hasta 'el 50 por ciento de su capital, y el banco hipotecario no podrá cobrar un interés mayor del 7 por ciento en sus préstamos. Los reembolsos se exigirán á plazos convenientes á los deudores.

El contrato contiene otras muchas estipulaciones, pero las anteriores son las principales.

FERROCARRIL (ELEVADO) DE CABLE.

El Cónsul PLUMACHER comunica de Maracaibo, con fecha 6 de enero de 1898, que el Gobierno de Venezuela ha celebrado un contrato con el Dr. JORGE VALBUENA para la construcción de un ferrocarril elevado de cable de acero con destino al transporte de mercancías, madera, animales, etc.

Según el contrato, habrá un cable desde el valle de Tovar (sección de Mérida), en el Estado de los Angeles, hasta el puerto de Escalante, en el Río Escalante; y otro cable desde la ciudad de Mérida ú otro punto de aquella sección, hasta uno de los puertos del distrito de Sucre en el lago Maracaibo, Estado de Zulia, ó hasta Santa Bárbara en el Escalante.

Estipúlase en el contrato la seguridad y rapidez del servicio, y el concesionario asume toda la responsabilidad del transporte de géneros y valores. El transporte de la correspondencia del Gobierno será gratuito, y se cobrará al Gobierno por su carga y sus paquetes postales, el 15 por ciento de los precios ordinarios de tarifa. La tarifa de los fletes habrá de hacerse por acuerdo entre los concesionarios y el Gobierno, y no excederá de 6 centavos

(1.16 centavos, moneda de los Estados Unidos) por kilogramo (de 2.2046 libras). Los trabajos deberán comenzar dentro de un año, á contar de la fecha de la aprobación del contrato por el Congreso, y habrán de terminarse cada año 20 kilómetros (12.4 millas) por lo menos. El contratista queda en libertad de escoger la fuerza motriz que haya de emplearse, y puede establecer para el uso exclusivo de la empresa, líneas telegráficas y telefónicas entre los puntos atravesados por el cable. El contrato es por cincuenta años, y á la expiración de este plazo la obra pasará á ser propiedad del Gobierno. La concesión puede traspasarse á una compañía extranjera, previo el consentimiento del Gobierno. El servicio queda exento de toda contribución nacional.

NUEVOS CONTRATOS PARA LA CONSTRUCCIÓN DE FERRO-CARRILES.

FERROCARIL DE PERICO Á CRUCERO.

El Cónsul, Mr. PLUMACHER, comunica de Maracaibo al Departamento de Estado con fecha 8 de marzo de 1898, que el Gobierno venezolano ha celebrado un contrato con el General Don CUSTODIO MILANO y asociados, para la construcción de un ferrocarril entre los puertos de Perico y Crucero, situados en la orilla derecha del Rio Orinoco, en el territorio federal del Amazonas.

Según los términos del contrato es opcional el empleo del vapor ó de la electricidad como fuerza motora; la entrevía de la línea será de 2 piés y cinco pulgadas, con un radio mínimo de 99 piés y 3 pulgadas, y pendientes que no excedan de 3 por ciento. Los trabajos de construcción habrán de comenzar dentro de un año á contar de la fecha de la aprobación del contrato por el Congreso, y deberá ser terminado dentro de tres años á contar de la mencionada fecha.

Se concederá á los contratistas el tiempo que hayan perdido por causas imprevistas ó *force majeure*. El Gobierno declara este ferrocarril de utilidad pública y concede una subvención de 20,000 bolívares (\$3,860) por cada kilómetro (0.62137 millas) de línea construida. Se concede á los contratistas el derecho de introducir libres por las aduanas todos los materiales é instrumentos y la maquinaria y los demás utensilios necesarios para la construcción, conservación y explotación de la línea. También entrará libre de

derechos el material necesario para la construcción de las líneas telegráfica y telefónica de que haya de servirse la compañía.

El Gobierno se reserva el derecho de intervenir en la formación de las tarifas de flete y pasajeros. Los concesionarios quedan obligados á transportar gratuitamente la correspondencia del Gobierno; y las tropas y empleados públicos al servicio del Gobierno, y las mercancías del Gobierno, pagarán sólo la mitad de los precios de tarifa.

La concesión podrá transferirse á cualquiera compañía nacional ó extranjera, previo permiso del Gobierno, pero en ningún caso podrá transferirse á un gobierno extranjero. Trascurrido el término de noventa años, el ferrocarril con todas sus pertenencias, y en buen estado de conservación, pasará á ser propiedad del Gobierno nacional.

FERROCARRIL DE LOS TEQUES Á CUA.

El Cónsul, Mr. PLUMACHER, informa al Departamento de Estado con fecha 12 de febrero, que el Gobierno de Venezuela ha celebrado un contrato con el Señor Don FRANCISCO E. RIVERO y otro, para la construcción de un ferrocarril en el Estado de Miranda, entre Los Teques y Cua. Los términos de este contrato son idénticos á los del contrato para el ferrocarril ya mencionado de Perico á Crucero, con la diferencia de que el artículo 8 de aquel contrato concede á los concesionarios el derecho de construir un funicular en un punto de la línea, que no excederá de dos kilómetros (1,242 millas) y deberá contar con todos los adelantos modernos y aparatos que garanticen su seguridad.

LÍNEA DE CABLE.

El Cónsul de los Estados Unidos, Mr. E. H. PLUMACHER, comunica de Maracaibo al Departamento de Estado que Mr. EDWARD RAUBER, ciudadano Francés, residente en Carácas, ha obtenido del gobierno una concesión para establecer y explotar una línea de cable de acero, destinada al trasporte de mercancías y frutas entre las ciudades de Valencia, capital del Estado de Carabobo, y Nirgua, capital del distrito de Nirgua, en el mismo Estado, y puntos intermedios. Mr. RAUBER queda también autorizado en el contrato para construir ramales de esta línea á todos los lugares contiguos á los puntos mencionados.

El contratista se obliga á empezar los trabajos en la primera sección de la línea, dentro de seis meses á contar de la fecha de la aprobación del contrato por el Congreso, y á comenzar los de la segunda sección dentro de dieciocho meses á contar de igual fecha.

La primera sección deberá quedar abierta al servicio público dentro de un año desde la fecha del comienzo de los trabajos, y la segunda dentro de tres años.

El concesionario y sus sucesores ó herederos pueden transferir la concesión á cualquiera persona ó corporación, ya sea nativa ó ya extranjera, notificando previamente al gobierno; pero en ningún caso podrá transferirse la concesión á un gobierno extranjero.

AUTORIZACIÓN DEL SISTEMA MÉTRICO EN INGLATERRA.

El "Times" de Londres, en su número del 25 de diciembre de 1897, dice :

El informe emitido por la Cámara de Comercio sobre los trabajos que esta ha llevado á cabo bajo la vigencia de las leyes sobre pesas y medidas de 1878 y 1889, ha sido dado á luz como publicación del Parlamento. En aquel documento se consigna que la Cámara, en su última sesión, ha autorizado el uso en el comercio de las pesas y medidas del sistema métrico.

En cada número del BOLETÍN MENSUAL, se publica un cuadro de las pesas y medidas y sus equivalentes en los Estados Unidos.

MUSEOS COMERCIALES DE FILADELFIA.

PRODUCTOS DE LA AMÉRICA CENTRAL.

El Doctor GUSTAVE NIEDERLIN, jefe de la sección científica de los Museos Comerciales, ha regresado á Filadelfia despues de un viaje de ocho meses por las Repúblicas de la América Central, Mr. NIEDERLIN visitó á los representantes de los varios gobiernos, los cuales hicieron todo lo posible por auxiliarle en su propósito de conseguir datos comerciales. Mr. NIEDERLIN dejó también establecidas algunas oficinas de propaganda que serán de gran utilidad para los Museos. Uno de los resultados de este arreglo

es, que cada país nombrará una comisión con el objeto de recolectar muestras de sus productos para los Museos.

Como un servicio recíproco, los Museos convienen en remitir al Salvador duplicados procedentes de otros países, á expensas del Gobierno del Salvador. Mr. NIEDERLIN, durante su viaje, tuvo ocasión de comunicarse con todos los miembros del consejo internacional de los Museos, el cual asistió á la reunión que se celebró en Filadelfia, en el mes de junio último. "Traffic," que se publica en esta última ciudad, dice que Mr. NIEDERLIN recibió de estos señores expresiones de la mayor simpatía respecto de los Estados Unidos, y que expresaron asimismo el deseo de fomentar las relaciones comerciales con este país. Los Estados Unidos, dice Mr. NIEDERLIN, han hecho un número considerable de transacciones comerciales, por mediación de estos delegados, y las impresiones que éstos recibieron durante su residencia aquí, han resultado en un interés mucho más general en la reunión que habrá de celebrarse el próximo año.

ESTADOS DE LA AMÉRICA CENTRAL Y DEL SUR.

RIQUEZA MINERA.

Un folleto recientemente publicado por la "Orinoco Company (Limited)," contiene un interesante trabajo sobre los minerales de hierro de la América del Sur. Aunque se reconoce, en general, que la América Central y del Sur son ricas en hierro y carbón de piedra, se sabe muy poco acerca de estos minerales.

No es improbable, empero, que en un cercano porvenir, los mencionados productos ocupen un lugar importante entre las exportaciones del país. En Colombia se han encontrado grandes depósitos de hematita roja y gris, así como también hierro magnético. En las montañas de Santa María hay un gran depósito de este último mineral, y no lejos de aquellas se encuentran depósitos de piedra caliza y carbón de piedra. Según los últimos informes recibidos de Venezuela, se está trabajando con gran actividad en los depósitos de mineral de Bessemer, en Santa Catalina. Estos depósitos tienen dos y media millas de largo y media milla de ancho. El terreno en que yace el mineral se inclina en

pendiente gradual hacia el río, y los buques pueden cargar á cualquiera profundidad. La "Orinoco Company" que es propietaria de estos depósitos, dice que la cantidad media de hierro que el mineral contiene es de 67 por ciento, mientras que la cantidad de fósforo resulta tan escasa de algunos análisis, que apenas deja un ligero rastro y su promedio no es mucho mayor de 0.20 por ciento.

Además de este depósito, hay otros grandes en las montañas de Imataca; pero no se ha publicado todavía ningún informe respecto á su extensión y calidad.

COMUNICACIÓN POR VAPOR ENTRE NUEVA YORK, PUERTOS DEL BRASIL, MONTEVIDEO Y BUENOS AIRES.

El Secretario de la Legación de los Estados Unidos en Buenos Aires, Mr. FRANCIS S. JONES, ha enviado al Departamento de Estado un extenso informe sobre el comercio y las comunicaciones por vapor entre los Estados Unidos y la costa del Atlántico de la América del Sur, en el cual hace indicaciones y presenta argumentos en favor del establecimiento de una línea americana de vapores, que viaje entre los puertos de aquellos países.

En los últimos años los cambios ocurridos, que se deben en su mayor parte á la política aduanera de ambos países, han impedido que se efectuara cualquier adelanto permanente en las relaciones de comercio entre la República Argentina y los Estados Unidos. No obstante estas circunstancias, nuestro comercio con aquel país ha ido aumentando gradualmente, como lo demuestra la tabla siguiente:

Año.	Exportaciones de los Estados Unidos para la Argentina.	Importaciones en los Estados Unidos de la Argentina.
1892	\$2, 927, 488	\$5, 343, 798
1893	4, 979, 696	5, 239, 095
1894	4, 862, 746	3, 497, 030
1895	4, 456, 163	7, 675, 270
1896	5, 979, 946	9, 313, 385
1897	6, 072, 478	10, 772, 627

Esto demuestra que el comercio combinado entre los Estados Unidos y la República Argentina, en 1897, alcanzó á \$16,845,105, lo que indica un aumento de \$8,573,819 sobre el comercio combinado de ambos países en 1892. El volumen de las transacciones mercantiles de los Estados Unidos con el Uruguay y el Brasil se ha mantenido más estacionario y de tan notable manera, por lo que se refiere al Brasil especialmente, que para poder estudiar bien el punto se hace necesario mencionarlo.

Comercio de los Estados Unidos con el Uruguay y el Brasil.

Año.	Uruguay.		Brasil.	
	Exportado para	Importado de.	Exportado para.	Importado de.
1892.....	\$939, 030	\$2, 480, 890	\$14, 291, 973	\$118, 633, 604
1893.....	960, 606	1, 623, 380	12, 388, 124	76, 222, 138
1894.....	1, 415, 171	1, 419, 573	13, 866, 006	79, 360, 159
1895.....	1, 262, 001	2, 699, 648	15, 165, 070	78, 831, 476
1896.....	1, 481, 200	3, 242, 428	14, 258, 187	71, 060, 046
Comercio Británico (1896).....	5, 407, 678	1, 568, 354	32, 430, 376	19, 727, 151

La notable disminución de las importaciones verificadas del Brasil, en 1893, se debió en gran parte á la revuelta naval que tuvo lugar en dicho año y á las consecuencias que produjo. Es de notarse, si se toma en consideración el volumen de este comercio en la actualidad, que no ha habido una compañía americana de transportes que haya entrado á competir en el ramo.

Las líneas de vapores “Norton” y “Prince,” ambas empresas inglesas, son las únicas que hacen viajes regulares entre Nueva York y Buenos Aires. La línea “Norton” hace viajes directos bimensuales de Nueva York á Montevideo y Buenos Aires pero no toca en puertos del Brasil en su viaje de ida. Los buques de la línea “Prince,” que son de carga, con alojamiento para un número limitado de pasajeros, hace dos viajes al mes entre los puertos arriba indicados, tocando en su viaje de vuelta en Santos, Rio Janeiro, Bahía y Pernambuco. El más rápido de estos buques emplea por lo general veintiocho días en el viaje.

La empresa llamanda “Lamport and Holt Company,” también inglesa, tiene un vapor de carga que hace el servicio una vez al mes entre Nueva York y Buenos Aires. Los vapores regulares de pasajeros de ésta línea no van más al sur que Rio Janeiro y trasbordan los pasajeros que van á Buenos Aires á los buques de las varias líneas europeas que hacen escala en Rio Janeiro, en ruta para Buenos Aires. Hay además de estos buques un servicio de vapores, tres veces al mes, entre Nueva York y Pará. La capacidad de carga de estos últimos vapores es

de 1,500 á 3,000 toneladas, que á veces no es bastante y á menudo sucede que hay que dejar la carga en el muelle, retardándose así su entrega en diez días.

El tiempo que por lo regular gastan los buques de la "Lamport & Holt" en ir de Nueva York á Rio Janeiro es de veintidos á vientitrés días. Añádase á ésto los cuatro días de viaje de Rio Janeiro á Buenos Aires, por los vapores más rápidos que tocan en aquel puerto procedentes de Europa, y resulta que el tiempo total que se emplea, sin contar con el retardo que pueda haber al hacer la conexión en Rio Janeiro, es de veintisiete á veintiocho días entre Nueva York y Buenos Aires. * * *

Los precios del carbón (en oro) y los puertos más á propósito para tomar el combustible se encuentran en la tabla siguiente, cuyos datos han sido tomados de informe oficial acerca de estaciones carboneras, hecho por uno de los buques de guerra de los Estados Unidos en el año de 1897.

Lugar.	Clase de carbón.	Costo.	Facilidades para tomar carbón.
Bermuda	Pocahontas	\$7. 14	Buenas; lanchas.
Santa Lucía	idem	4. 32	Excelentes; muelle.
Barbada	Cardiff	6. 09	Buenas; lanchas.
Pernambuco	idem	8. 88	Regulares; lanchas; dentro del tajamar, buena.
Rio Janeiro	Welsh	9. 73	Buenas; lanchas.
Buenos Aires	Cardiff	7. 50	Buenas; muelle.

Aunque los precios del carbón fluctúan en estos puertos, las cifras apuntadas pueden considerarse como promedio bastante exacto de los precios vigentes en los últimos años.

Los artículos de que constan principalmente las exportaciones de los Estados Unidos para el Brasil, Uruguay y la República Argentina, son madera, maquinaria para la agricultura, kerosene y mercancías en general, como artículos de ferretería, hierros é instrumentos y telas de algodón.

Las importaciones principales del Brazil en los Estados Unidos son café, azúcar y caucho; del Uruguay, cueros y lana, y de la Argentina, cueros, lana, linaza, cerda y azúcar.

Los fletes de los principales artículos de exportación é importación se cotizan así:

	Artículo.	Á razón de—
Buenos Aires á Nueva York	En general	\$5 por tonelada y \$4 por 40 pies cúbicos.
Rio Janeiro á Nueva York	idem	35 centavos por saco.
Bahía á Nueva York	idem	Idem.
	Azúcar	\$3.65 por tonelada.
Pará á Nueva York	Caucho	\$8 por tonelada; 25 centavos por pie cúbico.
Nueva York á Pernambuco	En general	30 centavos por pie cúbico y 10 por ciento prima.
Nueva York á Bahía	idem	Idem.
Nueva York á Rio Janeiro	idem	Idem.

El valor de las importaciones y exportaciones directas entre Nueva York, el Brasil, el Uruguay y la Argentina, durante los años fiscales de 1895 y 1896, fué como sigue:

Países.	Nueva York.			
	1895.		1896-	
	Importación.	Exportación.	Importación.	Exportación.
Brasil	\$69, 298, 288	\$11, 091, 495	\$63, 712, 131	\$10, 674, 519
Uruguay.....	2, 572, 254	1, 020, 958	2, 759, 933	1, 162, 928
República Argentina...	4, 127, 597	3, 780, 110	5, 135, 419	4, 754, 328
Total	75, 998, 139	15, 881, 563	71, 607, 413	16, 411, 775

Mr. JONES hace notar que el comercio total entre Nueva York, el Brasil, el Uruguay y la República Argentina, alcanzó en 1895-96 (año que ha tomado como término de comparación) á \$103.013.33, efectuado en 184 buques de vela, cuyo porte total fué de 116.558 toneladas y 331 buques de vapor, con un porte total de 470.941 toneladas. Entre este número de buques sólo se contaron 71 barcos de vela de nacionalidad americana, representando 48,724 toneladas; entre los de vapor no hubo uno solo con bandera americana.

Las líneas de vapores de "Lamport & Holt," "Norton," y "Prince" no reciben subvención, y se asegura en el informe citado que están en condición sumamente próspera, y según se dice, sus dividendos anuales son del 15 al 20 por ciento.

La deducción lógica de los hechos y los guarismos presentados por Mr. JONES, es que no solamente hay necesidad de establecer una línea de vapores bajo el pabellón de los Estados Unidos, sino que ésta es la oportunidad de hacerlo. El informe aludido indica el tamaño y la velocidad de los buques necesarios para este servicio en particular, y la ruta, las estaciones carboneras y los puertos donde deben hacer escala.

La ley de los Estados Unidos relativa á la compensación por el transporte de sus correos es como sigue:

En cumplimiento de la seccion 3ª de la ley aprobada en 3 de marzo de 1891, el Gobierno de los Estados Unidos concede á cualquiera compañía americana de vapores que se establezca, la suma de \$2 por milla por cada viaje de ida conduciendo el correo de los Estados Unidos, siempre:

- (1) Que sus buques hayan sido construidos en los Estados Unidos.
- (2) Que su construcción sea de hierro ó de acero.

(3) Que sean construidos de suerte que se les pueda convertir en cruceros auxiliares en tiempo de guerra.

(4) Que sean capaces de mantener una velocidad de 16 nudos por hora en circunstancias ordinarias.

(5) Que tengan un porte bruto, registrado, de no menos de 5,000 toneladas.

En conformidad con una cláusula idéntica de la misma ley, se organizó, creció y llegó á ocupar uno de los primeros puestos entre las grandes líneas de vapores que hoy unen la Europa con los Estados Unidos, la empresa conocida con el nombre de la "International Navigation Company."

COMERCIO MISCELÁNEO.

REPÚBLICA ARGENTINA.

Industria de la Fabricación de Mantequilla y Queso. Un informe oficial sobre la República Argentina dice que la industria de la fabricación de la mantequilla está llegando á adquirir grandes proporciones. La exportación anual de este artículo, producido en el país, alcanza en la actualidad á 15,000 cajas, mientras que hace pocos años casi toda la mantequilla era importada. Una compañía inglesa ha comprado una fábrica que ya estaba establecida en Tandil, Provincia de Buenos Aires, y espera aumentar en gran cantidad su producción. Como la leche y la crema se encuentran abundantemente, es indudable que la empresa mencionada tiene un gran porvenir. El queso fabricado en el país ha ido haciendo desaparecer gradualmente el consumo del artículo importado.

Alumbrado Eléctrico en Buenos Aires. La municipalidad de Buenos Aires ha celebrado un contrato con la Compañía General de Electricidad de aquella ciudad para alumbar las calles por medio de luces eléctricas. Como principio de la obra, se instalarán 300 lámparas de ocho *ampères*. Los precios que se pagarán son los siguientes: por las lámparas encendidas toda la noche, \$27 por cada una; por 180 lámparas encendidas hasta la 1 a. m., \$20.25 por cada una. Mediante este arreglo, se suprimirán 990 lámparas de gas que ahora cuestan \$7 cada una. El primer contrato será solamente por un año, mientras se da por el Gobierno de la ciudad autorización para extenderlo por más tiempo.

Exportación de Ganado en Pie. El "Butchers' Advocate," del 30 de marzo de 1898, que se publica en Chicago y Nueva York, dice que la Agencia Anglo-Argentina de ganado en Buenos Aires, ha establecido una línea de vapores para el trasporte de ganado entre aquella ciudad é Inglaterra. Estos vapores son de unas seis mil toneladas y cada uno cargará seiscientos cabezas de ganado mayor y dos mil carneros. Estos vapores cuentan con un equipo completo y todo lo necesario para facilitar el trasporte de ganado. Espérase que los exportadores podrán exportar ahora ganado de la Argentina á Inglaterra, en condición propia para competir con el ganado de los Estados Unidos y del Canadá.

Periódicos.

El Señor Don FRANCISCO LATZINA, Director General de Estadísticas, da los siguientes datos relativos al número de periódicos que se publican en la República Argentina. El número total es de 472, de los cuales 64 son diarios, 16 trisemanales, 44 bihebdomadarios, 191 semanales, 4 que salen cada diez días, 55 quincenales, 64 mensuales, 2 trimestrales, 11 anuales, 13 á intervalos irregulares, y ocho respecto de los cuales no se consiguen datos. De los 472 periódicos, 8 se publican en inglés, 8 en alemán, 8 en francés, 22 en italiano, 1 en danés y los 425 restantes en castellano. De estos últimos, 413 son de la propiedad de ciudadanos de la República Argentina y 12 pertenecen á españoles.

BRASIL.**Introducción de Carros Postales.**

El Brasil ha adoptado recientemente la innovación americana que consiste en el uso de carros especiales de ferrocarril para el servicio de correos. El Ferrocarril Central del Brasil, que es propiedad del Gobierno, dió órdenes á la compañía denominada "Wason Car Company," de Springfield, Mass., para la construcción de seis carros postales. En el pedido se especificó que los carros debían ser contruidos tomando por modelo los postales americanos, pero se recomendó que la caoba, madera que los brasileros prefieren á la blanca que es la que generalmente se emplea, se usara para el acabado interior y exterior de los carros. Se usaron los antiguos enganches ingleses y se dieron á los carros las debidas dimensiones para ajustarlos á la entrevía de cinco pies que se usa en el Brasil. También se ha despachado recientemente una factura de carros de pasajeros para la misma línea.

CHILE.**Planta Eléctrica en Punta Arenas.**

Dice la "Electric Review" que los trabajos de instalación de una planta eléctrica para el alumbrado en Punta Arenas, Chile, en el Estrecho de Magallanes, estan llegando rápidamente á su término. La maquinaria ha sido embarcada en Nueva York, y los edificios están ya dispuestos para la instalación de aquélla. Esta es la primera planta de luz eléctrica que se instala en aquella parte de la República.

MÉXICO.**Ferrocarril Central de Coahuila.**

El "Modern Mexico," que se publica en las ciudades de México y St. Louis, dice que se ha hecho ya la concesión del Ferrocarril Central de Coahuila, la proyectada línea de vía ancha entre Saltillo y Trevino. Se han hecho los estudios preliminares y se han comprado ya los rieles de acero. La línea se empezó á construir el primero de abril. El ferrocarril tendrá unos noventa kilómetros (56 millas) de longitud y comunicará á Saltillo por medio de vía ancha con las principales líneas de la República y de los Estados Unidos. Además de la construcción y equipo de la línea, la Compañía queda obligada á establecer un hotel á la moderna, el cual, una vez terminada la construcción de la línea, contribuirá grandemente á la importancia de Saltillo. Saltillo es ya prominente como ciudad manufacturera; cuenta con grandes molinos

de harina y fábricas de jabón, de aceite de semilla de algodón y de géneros de algodón. Está alumbrada por luz eléctrica, cuenta con un buen servicio de carros urbanos y contiene otros adelantos, signos reveladores de espíritu de empresa y crecimiento.

Industria del Azúcar de Caña. La producción de la caña de azúcar no tiene en México las proporciones que podría tener, y relativamente hablando, puede decirse que esta industria está todavía en su infancia. En un artículo publicado con fecha reciente en el "Modern Mexico", y escrito por Mr. J. YORBA, perito en tierras y conocedor de las fuentes de riqueza de México, el mencionado escritor habla de las ventajas del país para el cultivo de la caña y de la importancia probable de este cultivo en lo futuro. La caña de azúcar crece y se cultiva en todo México, con excepción del Distrito Federal y del Estado de Tlaxcala. La industria, en algunos distritos, no ha alcanzado todavía éxito comercial. Tal vez la principal razón que explica el porqué los ingenios mexicanos no bastan á cubrir la demanda, radica en el hecho de que una gran parte del área propia para el cultivo de la caña de azúcar no se ha explotado, sino que permanece intacta en espera de capital extranjero que la ponga en pie de cultivo. Pocos son los plantadores mexicanos que prestan alguna atención á la calidad del terreno, cuando éste es uno de los puntos más esenciales para obtener buenos resultados económicos.

Cultivo del Café. El istmo de Tehuantepec, sección que hace unos cuantos años era casi desconocida, promete ser uno de los distritos cafetaleros más grandes del continente norteamericano. Dicho istmo cuenta con excepcionales y atrayentes ventajas respecto á la calidad é importancia de las cosechas, así como en lo tocante á terrenos, transporte, clima, y otras condiciones esenciales al éxito en el cultivo del café. Puede cultivarse aquí el café á muy reducido costo; además el grano es de excelente calidad y obtiene buen precio.

Explotación de los Depósitos de Guano en el Golfo de México. El Gobierno de México, por medio del Señor LEAL, Ministro de Fomento, ha celebrado recientemente un contrato con los Señores LUIS ROSSI y EDUARDO CHESIO para la explotación de los depósitos de guano de las islas desiertas del Golfo de México, que quedan cerca de las costas de Campeche y Yucatán. Diez años será la duración del contrato, que comprende la explotación de las islas de Alacranes, Arcas, Arenas, Bermeja, Banco Nuevo, Can Can, Contoy, Desertora, Desterradora, Holhose, Obispo, Pájaros, etc., así como también en los cayos frente al Cabo Catoche. El concesionario pagará al gobierno 75 centavos por tonelada de guano sacado y los derechos de exportación prescritos por la tarifa. Los Señores ROSSI y CHESIO deberán comenzar los trabajos de exploración dentro de seis meses después de firmado el contrato y la explotación dentro de los seis meses subsiguientes.

Inauguración de un Ferrocarril Eléctrico. Se acaba de concluir en México el primer ferrocarril eléctrico que se extiende desde Jalapa, capital del Estado de Veracruz, hasta Teocelo. Dentro de pocos días se abrirá la línea al tráfico en general, y se espera que el Presidente de la República tomará parte en la ceremonia de la inauguración de dicha empresa.

**Pozos Artesianos y Molinos
de Viento.**

Durante los últimos años muchos ciudadanos americanos se han trasladado á México en donde se han establecido en varias industrias, especialmente la agrícola. La carencia de agua había sido una gran desventaja para su desarrollo en años anteriores; hoy se ha vencido esta dificultad con la introducción en el país de pozos artesianos y molinos de viento. Hace poco se abrió un pozo en la plaza de la ciudad de León, Estado de Guanajuato, que á la profundidad de 700 pies dió un espléndido surtidor de agua. El éxito de la empresa pronto se hizo conocer, llamando la atención á este método de surtirse de agua. Probablemente dará por resultado la introducción de molinos de viento para hacer trabajar los pozos artesianos y obtener así agua potable y para el riego.

URUGUAY.

**Proyecto de Mejoras en el
Puerto de Montevideo.**

Con fecha 24 de febrero, el Cónsul de los Estados Unidos en Montevideo, Mr. SWALM, informa al Departamento de Estado que se están haciendo preparativos para comenzar definitivamente los trabajos de mejora que tanto se necesitan en el puerto de Montevideo. Como se ha dicho repetidas veces en el BOLETÍN MENSUAL, se han sometido ya al Gobierno los planos para llevar á cabo esta obra, los cuales han sido hechos por hábiles ingenieros, entre los que se cuentan algunos de los Estados Unidos. El Cónsul SWALM dice que dichos planos serán sometidos á nuevo exámen y que tan pronto como se haya hecho la elección, se dará comienzo á los trabajos de profundizar el puerto y construir el tajamanar. La obra costará de \$7,000,000 á \$15,000,000. Se llama la atención de los contratistas de los Estados Unidos á la empresa.

VENEZUELA.

**Exportaciones en Marzo de
1898.**

Un informe oficial, últimamente transmitido á esta Oficina, dice que las exportaciones totales de Nueva York á Venezuela, durante el mes de marzo de 1898, ascendieron á \$326,519, de cuya cantidad \$67,500 fueron en moneda de oro y el resto en mercancías de caracter general. En el mismo mes del año anterior, la importación total de oro acuñado, proveniente del mismo puerto, fué de \$4,911, lo que muestra un aumento de \$62,583 en favor del mes de marzo de 1898. La exportación de mercancías en marzo de 1897 alcanzó un valor de \$290,615, lo que comparado con lo que se exportó en el mismo mes en 1898, deja ver un balance de \$31,596 á favor del mes de marzo de 1897. Por las cifras en referencia, se observa que el resultado general fué favorable á marzo de 1898, en una cantidad de \$30,992.

**Destilerías en Caracas y
en Puerto Cabello.**

Tiene informes esta Oficina de que el representante del Monopolio de Whisky (Whisky Trust) de los Estados Unidos ha salido ya para Venezuela á dirigir allí la construcción de las dos nuevas destilerías que se establecerán en Carácas y en Puerto Cabello, al costo aproximado de \$1,000,000. La maquinaria está lista para despacharla y se espera que las destilerías estén funcionando en el curso de este año. Los elevadores tendrán una capacidad de 20,000 bushels de granos y las dos destilerías

producirán 3,500 bushels de grano preparado, ó sea 16,000 galones diarios de alcohol y bebidas espirituosas. Las destilerías se establecerán según la concesión hecha por el Gobierno de Venezuela, que da el concesionario el derecho de importar libres los materiales necesarios, exonerando de todo impuesto los productos por el término de seis años. Los derechos actuales sobre alcoholes son \$2 por galón de prueba. Los aguardientes para bebidas espirituosas se fabrican en Venezuela, por lo general de frutas y caña de azúcar, ó se importan de Europa.

Llamamos la atención de los embarcadores al siguiente decreto promulgado recientemente por Don MANUEL A. MATOS, Ministro de Hacienda de los Estados Unidos de Venezuela, cuya falta de observancia puede causar dificultades á los importadores en el despacho de sus mercancías. Teniendo el Gobierno necesidad de conocer, á la llegada de los buques procedentes del extranjero, el contenido de las facturas consulares correspondientes á sus respectivos cargamentos, sin tener que esperar que el Ministerio de Hacienda reciba el ejemplar de dichas facturas que deben remitir los cónsules por otro buque inmediato; el Presidente de la República dispone que “á contar desde el 1° de abril próximo, los importadores de mercancías extranjeras presenten á la aduana, junto con sus manifiestos de importación, á más de las respectivas facturas consulares, una copia simple de ellas que la aduana remitirá al Ministerio de Hacienda con la nota de ‘confrontado con el original,’ á más tardar seis días después de la llegada del buque.”

BOLETIM MENSAL

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RELAÇÕES COMMERCIAES ENTRE OS PAIZES AMERICANOS.—XI.*

RECURSOS INTERIORES DA PARTE SEPTENTRIONAL DA AMERICA DO SUL.

Considerados no numero do BOLETIM MENSAL, correspondente ao mez de Abril, os recursos territoriaes das Antilhas, segue em ordem o estudo dos daquelles paizes que compõem a parte septentrional da America do Sul, a saber, as Republicas da Colombia e de Venezuela, as possessões europeas da Guayana, a ilha holandeza de Curaçao, e a colonia britannica de Trinidad.

Sob o ponto de vista geographico, pois o Isthmo de Panamá serve para ligar a America Central com a America do Sul, a Republica da Colombia, com seu grande littoral sobre o Atlantico, sua costa banhada pelo Pacifico, e seus portos de Colon e Panamá a cada lado dos dous oceanos, merece especial attenção. Como acontece com a maior parte dos paizes hispano-americanos, a população da Colombia não corresponde á sua extensão territorial. Rica em productos agricolas e mineraes, seu commercio de exportação é limitado sómente á troca destes pelos productos da indus-

*O primeiro desta serie de artigos, pelo finado Sr. JOSEPH P. SMITH, foi publicado no BOLETIM MENSAL do mez de Julho de 1897. Continuar-se-ha a publicação destes artigos, escriptos por varios collaboradores e de conformidade com o plano adoptado pelo Sr. SMITH.

tria, que recebe principalmente da França, Inglaterra, os Estados Unidos, Allemanha, Hespanha e Italia.

Não obstante a condição montanhosa do paiz, que impede o desenvolvimento das vias de comunicação internas, Colombia tem conseguido estabelecer a navegação fluvial pelo Magdalena, principalmente, e varias linhas de estradas de ferro que estão funcionando, taes como a estrada de ferro de Colon a Panama, que liga o Atlantico com o Pacifico e tem 47 milhas de comprimento; a de Santa Marta a Sabanilla, chamada Puerto Colombia, de 46 milhas, que será estendida até Heredia, no Magdalena; a de Barranquilla a Sabanilla, 16 milhas; de Carthagena a Calamar, 65 milhas; a estrada de ferro de Cauca, de Buenaventura a San José, 21 milhas, que se trata de estender até Cali, 64 milhas; a de Antioquia, de Puerto Barrio a Monos, 32 milhas, que chegará até Medellin, 9 milhas; a de Yeguas a Honda, 15 milhas, que se trata de estender até La Maria, 7 milhas; a estrada de ferro de Sabana, de Facatativa a Bogotá, 24 milhas; a de Girardot deste ponto a Juntas de Apulo, 24 milhas, que será estendida até Madrid, mais 48 milhas; a de Cucuta, de Madrid até Puerto Villa Mizar, sobre o rio Zulia, 34 milhas e que se trata de estender até a fronteira de Venezuela, e a estrada de ferro do norte de Bogotá a Zipaquirá, 31 milhas. Destas linhas, são americanas a de Carthagena, a do Isthmo de Panama, e a de Cauca; a linha do Norte e a de Girardot são nacionaes; pertence ao Estado de Antioquia a que tem seu nome; são colombianas a linha de Sabana e a de Cucuta, e as outras são estradas de ferro inglezas.

Os principaes portos da Republica são, no Atlantico, Rio Hacha, Santa Marta, Sabanilla ou Puerto Colombia e Carthagena; no Pacifico, Buenaventura e Túmaco e no Isthmo, Colon e Panamá. Estes ultimos são portos livres por onde se faz a maior parte do commercio da costa oriental dos Estados Unidos com a costa occidental da America Central e do Sul. Tocam nos portos da Colombia as seguintes linhas de vapores: em Colon, a Panama Railroad Steamship Line de New York, a Royal Mail, a Compagnie Générale Transatlantique; a West Indies and Pacific e a Harrison, que tocam em New Orleans; a Hamburg-American, a Trasatlantica Española de New York e a Veloce. Em Panama tocam os vapores da South American Steamship Co., a North

American Navigation Co., e a Pacific Mail Steamship Co.; as duas primeiras linhas correm entre Panama e portos da costa do Pacifico da America do Sul e as outras duas desde San Francisco da California a Panamá, tocando nos portos do Mexico e da America Central. Aos outros portos vão as seguintes linhas: a Barranquilla Steamship Co., que faz viagens de New York a Barranquilla, regressando via Carthagena; a Atlas que corre entre New York e Sabanilla, tocando na sua viagem de volta em Carthagena; a West Indian and Pacific que vai de Liverpool a Puerto Colombia e d'alli a New Orleans com escala em Colon e Carthagena; a Harrison que faz o mesmo itinerario; a Trasatlantica Española de New York a Puerto Colombia, com escala em Carthagena, Colon e Havana; a Compagnie Générale Transatlantique, a Royal Mail, a Veloce, e a Hamburg-American Line.

O trafico até os lugares onde não ha estradas de ferro se faz por estradas de rodagem e caminhos de montaria, circumstancia que devem tomar em conta os embarcadores ao fazerem o empacotamento de suas mercadorias. Considerando a necessidade de atravessar os Andes que correm por todo o paiz, facil é de comprehender que o empacotamento das mercadorias deve corresponder ás facilidades de transporte; que estas devem ir em volumes pequenos, de pouco peso, relativamente, bem empacotados de modo que possam ser levados com facilidade ás costas de mula ou em carroças.

Os principaes productos de Colombia são café, que dá em abundancia, e que se conhece geralmente no mercado americano como "Sabanilla;" cacáo, canna de assucar, bananas de toda a classe, algodão, anil, tabaco, baunilha, fructas de toda a classe, madeiras de construcção e de marcenaria, marfim vegetal, madeiras de tinturaria e plantas medicinaes, fibras, etc.; ouro, prata, esmeraldas, ferro, petroleo, e muitos outros mineraes. Quanto ás industrias, as poucas que existem são sómente de importancia local e apenas bastam para o consumo domestico.

O commercio da Colombia pelo porto de Barranquilla durante o anno findo em 31 de Dezembro de 1896, segundo o relatorio do Consul americano naquelle porto, o Sr. JOHN BIDLAKE, alcançou os seguintes Algarismos:

Importações.....	\$8, 870, 993
Exportações	9, 644, 398

A Grã Bretanha é o paiz que exporta mais para a Colombia, figurando na lista com \$3,396,223; depois seguem em ordem os Estados Unidos, com \$1,751,991; Allemanha com \$1,719,163; França, com \$1,502,583 e depois Hespanha e Italia. As exportações da Colombia para as nações da Europa foram no valor de \$7,286,659 e para os Estados Unidos, \$2,357,739. Estes dados referem sómente ao porto de Barranquilla.

O Sr. VICTOR VIFQUAIN, Consul dos Estados Unidos em Panamá, em um relatorio de 13 de Setembro de 1896, publicado nas "Commercial Relations of the United States," 1895-96, diz que pelo que pode deduzir dos escassissimos dados que tem á mão, o valor das importações do Estado de Panamá, é cerca de \$2,250,000. por anno, para os portos de Panamá, Colon e Bocas del Toro. As importações são artigos manufacturados quasi em sua totalidade. Toda a farinha e a madeira de construcção procedem dos Estados Unidos. Os Estados Unidos occupam o primeiro lugar na lista das nações que exportam para o Isthmo; depois vêm Inglaterra, Allemanha, França, China, Japão, Italia e Hespanha. Em um relatorio suplementar datado de 4 de Dezembro de 1896, diz o mesmo consul, ao enviar varios quadros estatisticos: "O de Panamá demonstra que cerca da terça parte das importações vem dos Estados Unidos; pode-se dizer o mesmo de Colon, emquanto que o total das importações em Bocas del Toro vem dos Estados Unidos. Este porto envia quasi tudo que produz para os Estados Unidos; Colon as tres quintas partes e Panamá, a metade.

Os recursos interiores de Venezuela são incalculaveis, e sua posição geographica, situada como está no centro da parte septentrional do continente sul-americano, a faz peculiarmente adaptada para o estabelecimento de um commercio mais estreito com os Estados Unidos. O mar das Antilhas banha seu extenso littoral, e alli estão situados todos os portos por onde faz seu commercio estrangeiro e que são La Guaira, porto principal da Republica, com um magnifico quebra-mar onde atracam os navios; Puerto Cabello, Carúpano, Cumaná, Guanta, Maracaibo, sobre o lago de seu nome, por onde se faz todo o trafico em transito para a parte interior da Colombia; La Vela de Coro e Ciudad Bolivar, sobre o Orinoco, o rio mais importante de Venezuela e o segundo da America do Sul, navegavel por muitas milhas e que se communica com o Amazonas.

A unica linha americana de vapores, que faz o commercio entre New York e portos da America do Sul é a Red D Line, que sahe cada dez dias de New York para La Guaira e Puerto Cabello directamente, tocando em Curaçao, e leva passageiros e carga para ditos portos e de transferencia para Maracaibo e Coro. Um dos vapores desta linha faz viagens directas de New York a Maracaibo e Coro, uma vez por mez. A linha Trasatlantica Española que sahe de New York uma vez por mez e depois de fazer escala na ilha de Cuba, vai a Puerto Cabello e La Guaira; a linha hollandeza, que tambem faz escala em varios portos das Antilhas, vai a La Guaira, Puerto Cabello, Carúpano, Cumaná, e Guanta e leva mercadorias para Ciudad Bolivar, Caño Colorado, e Guiria, as quaes são reembarcadas na Trinidad. As outras linhas de vapores que tocam em portos de Venezuela são a Transatlantica Franceza, a Hamburg-American, a Trasatlántica Española, a Royal Mail, e a Veloce. A West India and Pacific e a Harrison, depois de fazer escala em Barbadas, Trinidad, La Guaira e Puerto Cabello, tocam em Curaçao, em portos da Colombia, e, na viagem de volta, muitas vezes em New Orleans.

As condições topographicas de Venezuela têm impedido o desenvolvimento de suas vias de comunicação interna. Como em todos os paizes que os Andes atravessam, a difficuldade do trafico interior depende dos obstaculos que ha de vencer. A falta de braços e de capital, e a riqueza natural dos paizes situados na zona torrida, sua fertilidade, suas immensas areas ainda não cultivadas, cubertas de mattos ricos de vegetação exuberante, serão as causas principaes de seu tardo progresso, até a população augmentar-se trazendo consigo necessidades hoje quasi desconhecidas. Não obstante estas condições, communs a quasi toda a America hespanbola, Venezuela tem hoje funcionando as seguintes estradas de ferro: a de La Guaira a Caracas, uma das obras mais notaveis de engenharia na America hespanhola que liga a capital com o porto principal da Republica; a Grande Estrada de Ferro de Venezuela, que parte da capital e, depois de atravessar os ricos valles de Aragua, termina em Valencia, capital do Estado de Carabobo, onde entronca-se com a estrada de ferro de Valencia a Puerto Cabello; a Estrada de Ferro Central de Venezuela que parte tambem de Caracas, e vae a leste, chegando aos ricos centros productores de Santa Lucía; a de Caracas até Valle; a de Boli-

var, de Tucacas a Barquisimeto, que por meio de pequenos vapores faz connexão em Tucacas com Puerto Cabello; a de Barquisimeto, ao sudoeste; a de Ceiba a Valera; a de Santa Barbara a Vigia; a de Encontrados a Fria; a de Carenero a San José; a de Guanta a Barcelona; a de Maiquetia a Macuto e varias linhas mais projectadas. Ha tambem muitas estradas de rodagem e caminhos de montaria.

A agricultura e a criação são a principal riqueza de Venezuela. A diversidade do seu clima, a fertilidade do seu solo, banhado por innumeraveis rios; suas immensas planicies cubertas sempre de abundante pastagem, aguardam sómente o impulso do capital e do trabalho para produzir os mais satisfactorios resultados. Os principaes productos agricolas são café, cacáo, favas de Tonka, borracha, assucar, tabaco, anil, e tudo que produz a zona tropical. As oportunidades para a criação de gado vaccum são muito grandes, e só a falta de meios de communicação com o interior do paiz tem impedido o desenvolvimento desta industria. Não obstante isto, Venezuela fornece de gado em pé quasi todas as Antilhas mais proximas á costa e ás Guyanas. O Ministro americano em Caracas, O Honrado FRANCIS B. LOOMIS, em um relatório datado de 19 de Novembro de 1897, dirigido á Secretaria de Estado, diz o seguinte: "A industria pecuaria em Venezuela pode chegar a adquirir em qualquer tempo tal importancia que se converta em ameaça para a exportação de gado dos Estados Unidos. * * * A industria pecuaria está ainda em sua infancia em Venezuela e ha muitas razões para crer que é capaz de um enorme desenvolvimento. Os terrenos proprios para boa pastagem são de vasta extensão."

Ha no paiz 226 minas de quarenta-dous metaes differentes, sendo os principaes ouro, cobre, asphalto, petroleo, urao, marmore, sal, etc.

O principal artigo de exportação de Venezuela é o café, do qual se consome grande quantidade nos Estados Unidos, em cujos mercados é conhecido com os nomes de "Caracas" e "Maracaibo," a primeira destas denominações incluindo os cafés do centro do paiz que se exportam por La Guaira, Puerto Cabello, e Cumaná, e a de "Maracaibo," os da região do Zulia e dos Andes, Trujillo, Mérida, Tovar, Boconó, San Cristobal, etc. As exportações de

café de Venezuela para os Estados Unidos, principalmente as de La Guaira e Puerto Cabello, que em 1888 alcançavam 242,890 saccos, diminuíram em 1895 a 3,718 saccos, por falta de um tratado de reciprocidade entre 1892 e 1894. Quando se revogaram os direitos de represalia em 1894, começaram a augmentar outra vez as importações de ditos cafés. As importações de café de Maracaibo que tambem diminuíram muito durante aquelle periodo, tem começado de novo a augmentar lentamente, de modo que quasi toda a colheita dessa procedencia vem agora a este mercado.

O cacáo de Venezuela tambem encontra prompta venda nos Estados Unidos, em cujos mercados se conhece, como o café, com os nomes de "Caracas" e "Maracaibo," comprehendendo a primeira classe os procedentes de Rio Caribe, Guiria, Carúpano, Rio Chico, Higuerote, e outras povoações da costa oriental; a segunda classe vem dos Estados de Julia e Los Andes. Tambem se exportam couros e pelles, borracha, favas de Tonka, madeiras de tinturaria e outros productos.

Pela natureza das exportações se comprehende que as importações de Venezuela abrangem toda classe de productos da industria manufactureira, os quaes vêm da Europa e dos Estados Unidos. As principaes importações dos Estados Unidos são farinha de trigo, banha, manteiga, kerosene, viveres de todas as classes, oleos e tintas, arame farpado, cordoalha, armas de fogo, cimento romano, drogas e perfumarias, ferragens, papel e artigos de imprensa, machinas de coser, madeira de construcção, tabaco picado para cigarros, machinas, obras de vidro e artigos para lampadas e algumas telas e tecidos. A importação principal desta classe de generos é da Inglaterra e da França, não obstante ser um facto reconhecido que os ditos productos da industria manufactureira dos Estados Unidos podem fazer concurrencia com os Europeos em qualidade, ainda que não sempre na barateza do preço.

As exportações feitas pelo porto de New York para portos de Venezuela, durante o anno findo em 31 de Dezembro de 1897, segundo dados subministrados á Secretaria das Republicas Americanas, pelo Sr. DON ANTONIO E. DELFINO, Consul Geral de Venezuela naquelle porto, montaram a \$3,183,016.86, ouro americano, e deduzindo desta somma \$91,351.76, por ouro cunhado, nos deixa um total liquido de \$3,091,665.19, valor das mercadorias

exportadas. Durante o exercicio de 1896, segundo dados estatisticos do Thesouro dos Estados Unidos, o commercio de Venezuela com este paiz alcançou os seguintes Algarismos: importações de Venezuela, \$9,649,911; exportações para Venezuela \$3,838,746. Em 1893. Venezuela importou as seguintes quantidades: dos Estados Unidos, \$4,207,661; da França, \$2,335,300; da Grã Bretanha, \$4,553,287 e da Allemanha mais ou menos \$2,000,000.

O territorio das Guyanas é occupado pelas possessões inglezas, hollandezas, e francezas no continente meridional. Suas principaes cidades são Georgetown ou Demerara, capital da Guyana ingleza, com um bom porto; Paramarybo, capital da Guyana hollandeza, no rio Surinan, e Cayenna, capital da franceza, sobre o Atlantico.

Os recursos naturaes destas colonias são identicos; todas produzem canna de assucar, que é a mais importante de suas industrias, café, cacáo, arroz, bananas, etc.; madeiras de construcção e marcenaria e mineraes de ouro. O commercio estrangeiro da Guyana ingleza, segundo relatorios officiaes, é como segue: quasi a metade das importações da colonia vem da Grã Bretanha, a quinta parte dos Estados Unidos, e o resto está repartido entre outras nações. Assucar, rhum, *melados*, ouro e madeiras são as principaes exportações da colonia. A maior parte do assucar é exportada para os Estados Unidos. No anno de 1895-96, a quantidade de assucar que se exportou para os Estados Unidos foi no valor de \$3,150,129, contra \$1,685,302 para a Grã Bretanha. Os principaes productos que se exportam dos Estados Unidos são cereaes e provisões de todas as classes, e da Inglaterra importa machinas, pannos, etc.

A este respeito diz o Consul americano, o Sr. PATTERSON, em um relatorio publicado no Volume I das "Commercial Relations of the United States" 1895-96, o que segue:

"Por ser esta colonia essencialmente ingleza e por serem os habitantes acostumados a usar productos inglezes, taes como fazendas, artigos de fantasia e calçado, a maior parte não sabe nada dos artigos americanos. Muitos inglezes preferem certas mercadorias americanas, mas não podem obtel-as. Uma das razões por que as fazendas e o calçado, quasi em sua totalidade são importados da Inglaterra é por que as casas importadoras têm seus agentes em Londres onde seus creditos estão estabelecidos, e a menos que

sejam obrigados a não fazel-o, continuarão importando da Inglaterra. Tenho fallado com varias pessoas acerca disto, e asseguram que a Inglaterra vende mais barato que os Estados Unidos.”

A Guyana ingleza está em comunicação regular com a Europa, e com os Estados Unidos por meio dos vapores da Royal Dutch Mail, cada tres semanas; a linha Armstrong, que envia a New York um ou dous vapores por mez e a linha Quebec de dous vapores mensaes. O frete aos Estados Unidos é modico e faz-se a viagem em cerca de 10 dias.

Na Guyana hollandeza, cujo commercio tem soffrido nos ultimos annos pela baixa do cacáo, do assucar e a diminiuição da producção de ouro, tem-se estabelecido ultimamente uma nova industria, a extracção da resina da *balata*, que se emprega como substituto da borracha. Este producto quasi em sua totalidade é enviado para os Estados Unidos. As principaes exportações da colonia são *balata*, cacáo, café, ouro, couros, cocos, assucar e madeiras; suas importações são cereaes e provisões de todas as classes, ferragens, fazendas, kerosene e madeira de pinho. Dos Estados Unidos importa viveres e provisões, cereaes, kerosene, madeira de pinho e ferragens. Tudo mais que se consome na colonia vem da Inglaterra e da Hollanda. O valor total das exportações da colonia para os Estados Unidos, no anno fiscal findo em 30 de Junho de 1896, se calculou em \$957,247, contra \$361,657 que foi o que importou deste paiz, segundo as estatisticas officiaes do Thesouro dos Estados Unidos. Faz-se comunicação com este paiz pela Royal West India Mail.

A Guyana franceza tem ricas minas de ouro em exploração. Cultivam-se alli o café, a *balata*, o cacáo e a canna de assucar. Tambem produz madeiras de construcção e de marcenaria e plantas medicinaes. As unicas importações que faz dos Estados Unidos são cereaes, viveres e provisões de todas as classes; tudo mais vem da Europa. Não ha linhas de comunicação directa com os Estados Unidos. Referindo-se ao commercio deste paiz com a Guyana franceza, diz o Consul americano, o Sr. WASCogne, em um relatorio publicado nas “Commercial Relations of the United States” 1895-96, que, si não fossem os altos direitos aduaneiros da colonia, o commercio em madeiras e productos americanos que alli se importam, augmentaria.

Só nos resta mencionar a ilha hollandeza de Curaçao e a colonia

britannica de Trinidad, ambas as quaes occupam uma posição geographica excepcional e têm excellentes portos. Estão pouco distantes das costas de Venezuela, e servem de ponto de distribuição ás mercadorias que vão para a dita Republica e Colombia. Em Curaçao tocam quasi todos os navios que vão a ambos os paizes. Os unicos productos que exporta Curaçao são dividivi, pelles e couros, lã de qualidade inferior, phosphatos e sal. Suas importações comprehendem quasi todos os generos de consumo, sendo quasi todos os artigos alimenticios que se importam de procedencia americana, Com a excepção de muito poucos generos, quasi todas as importações em Curaçao sahem outra vez para as costas da Colombia e Venezuela, desde Panamá até o Orinoco. Em um relatorio do Consul americano, JARVIS SPENCER, datado de 9 de Fevereiro de 1897, apparecem as seguintes palavras:

“Desejo dizer que Curaçao tem mais facil accesso a todas partes da Colombia e de Venezuela que qualquer outro lugar, dentro ou fóra desses paizes, e é por conseguinte o lugar onde deve ser introduzida a cunha que deve abrir as relações de commercio em productos americanos nesta parte da America do Sul. O que approvarem os commerciantes de Curaçao, chegará com certeza aos paizes a que se fez referencia, pois estes commerciantes comprehendem perfeitamente as necessidades de seus freguezes.”

A colonia britannica de Trinidad compõe-se da ilha deste nome e a de Tobago. Situada a poucas milhas do delta do Orinoco é Trinidad, a chave desta grande arteria fluvial de Venezuela. Aqui como a Curaçao chegam mercadorias de transito para Venezuela. Puerto España, cidade principal e porto da ilha, tem um ancoradouro que se considera como o melhor das Antilhas, onde tocam muitos vapores em sua viagem para a America Central e do Sul. A communicacão entre New York e Puerto España se faz pelos vapores da Trinidad Line, e a Royal Dutch Line. Entre Ciudad Bolivar (Venezuela) e Puerto España ha linhas estabelecidas de vapores que fazem o trafico pelo Orinoco.

Os principaes productos da ilha são cacáo, de fama universal, café em pouca quantidade, assucar, asphalto, cocos e bananas. Seu commercio de exportação em 1896, segundo dados estatisticos officiaes inglezes, foi como segue: importações, £2,188,189; exportações, £2,165,820. A colonia importou da Grã Bretanha no valor de £978,565, e dos Estados Unidos no valor de

£458,440, contra £943,888 e £669,950, exportado para ambos os paizes respectivamente. O resto do commercio, tanto de importação como de exportação faz-se com a França, Venezuela e as outras Antilhas.

Tomando em consideração a riqueza natural destes paizes e a falta de meios para desenvolvê-las, a carencia de industrias e de vias de comunicação com o interior, a necessidade de braços e de capital por um lado e por outro o espirito de empreza americano, as riquezas que possuem os Estados Unidos, e suas immensas industrias que podem fornecer a America hespanhola tudo que necessite, parece natural que, em vista de sua posição geographica, fossem os Estados Unidos os donos do commercio estrangeiro da America latina. Emquanto que os Estados Unidos occupavam-se exclusivamente em seu proprio desenvolvimento, a Inglaterra, Allemanha e França dedicavam-se com assiduidade a buscar mercados para o excesso de seus productos industriaes. Na America hespanhola acharam o que desejavam e se dedicaram a estudar os gostos e as necessidades daquelles povos e os meios de estabelecer alli um commercio, tanto mais lucrativo quanto não tinham rivaes.

Chegou o momento em que os Estados Unidos quizeram tambem participar destes beneficios e começaram a tarefa, não empregando, entretanto, os methods seguidos por seus competidores, mas os que davam bons resultados em seu proprio paiz. Desde então têm-se feito esforços mais ou menos continuos em prosecução do objecto que se propunham e têm-se visto quaes são os resultados. Mas as correntes do commercio não podem ser desviadas á vontade; para conseguil-o se necessita um trabalho laborioso e consciencioso. É preciso, antes que tudo, dar a conhecer de uma maneira pratica e digna de confiança a excellencia do producto, suas vantagens, seu consumo; é necessario, logo, estabelecer meios de comunicação entre o productor e o consumidor; estudar os gostos, as necessidades, os costumes, os meios de que dispõe o consumidor, para satisfazer as exigencias do caso.

Nada falla mais alto em favor dos productos americanos que as falsificações europeas que, com o nome de productos dos Estados Unidos, se vendem na America hespanhola. Este é um facto que não ignoram os fabricantes americanos e do qual, comtudo, parecem não estudar tudo que poderiam. Tambem não parecem ter estudado um systema de credito que possa fazer concorrência com

os que concede a Europa; systema que é a base de sua prosperidade commercial em America hespanhola, porque deve-se lembrar que se fazem os pagamentos quando se recolhem as colheitas, unica fonte de riqueza destes paizes e que são muito poucos os commerciantes que compam a curto prazo para vender logo com largos creditos. O productor e o vendedor devem ajustar-se sempre ás necessidades do consumidor. Emquanto não se fizer isto, não será possivel que o commercio floresça.

Estudem-se nos mercados mesmos os usos commerciaes, as necessidades peculiares, os costumes do comprador, como o fazem as casas europeas. Estabeleçam-se linhas de vapores americanas que vão dos Estados Unidos a America hespanhola; construam-se estradas de ferro americanas alli onde quasi todas as que existem são francezas, inglezas ou allemãs; estabeleçam-se casas americanas, em concurrencia com as allemãs, francezas e inglezas, e o producto americano, quasi sem outro esforço além da introduccão ao mercado chegará a occupar o lugar a que têm direito em virtude de suas qualidades, porque já está provado que, com algumas excepções, devidas á novidade de suas industrias, os productos dos Estados Unidos podem fazer concurrencia e fazem concurrencia com os da Europa.

O passo em favor do commercio americano que acaba de dar a Associação Nacional de Manufactureiros dos Estados Unidos da America com o estabelecimento em Caracas, capital de Venezuela, de uma Exposição permanente, é digno do maior encomio porque é a primeira pedra do edificio que ao commercio dos "americanos com os americanos," levantará todo um continente. Emprezas semelhantes estabelecidas nos outros paizes, acompanhadas do estudo das exigencias especiaes de cada uma dellas, têm de ser a base da prosperidade commercial dos Estados Unidos, que, como se disse e é bem sabido, produzem e podem produzir tudo quanto se consome no continente.

Franco J. Sánchez

A EXPOSIÇÃO TRANSMISSISSIPPIANA E INTERNACIONAL.

O dia primeiro do mez de Junho foi fixado para a inauguração da grande exposição industrial, agricola e artistica que vai ser celebrada na cidade de Omaha, Estado de Nebraska, e cuja duração será de cinco mezes. Tudo parece indicar que a Exposição transmississippiana vai ser uma das mais notaveis que se tem visto nos Estados Unidos e que será fructifera em beneficos resultados. Apenas poderia ser de outra maneira, visto que vão ser expostos alli, em primeiro lugar, as riquezas e productos dessa maravilhosa secção que se chama o Oeste, cujo progresso e desenvolvimento nos ultimos annos são o assombro de estrangeiros e nacionaes. Na realidade, não registrão os annos do mundo nada comparavel ao crescimento destes estados da União americana, que formam a vasta região além do Mississippi e abrangem uma area de mais de 2,500,000 milhas quadradas, com uma população de cerca de 20,000,000 habitantes. Este é o immenso celeiro publico da America, a região agricola e mineral por excellencia, onde se encontram grandes florestas que dão excellentes madeiras de construcção, e se estendem vastissimos campos, nos quaes pastam innumeraveis manadas de gado, que constituem por si mesmo uma das mais inesgotaveis fontes da riqueza publica. Mas, sobretudo, o Oeste é a terra prodigiosa onde se têm levantado, durante a existencia de uma geração, bellas e populosas cidades que figuram em primeira linha entre os centros industriaes, artisticos e commerciaes do paiz, e que são verdadeiros representantes da cultura nacional.

Os illimitados recursos do grande Oeste vão ser expostos talvez pela primeira vez, e é isto que vai dar á Exposição Transmississippiana um character especial, que a faz digna de cuidadosa observação por todos quantos se interessam no progresso da America.

Como era de esperar o Governo dos Estados Unidos tem tomado activa participação nesta notavel empreza, e o Congresso votou um credito de \$200,000 para fazer frente aos gastos que necessariamente exigirá a exposição official, incluindo o edificio, os transportes de objectos e outras cousas semelhantes.

Todos os estados do oeste e muitos do sul e de léste concorrerão á Exposição de Omaha; mas terá esta tambem um character internacional, pois varios paizes estrangeiros têm acceito o convite que, por intermedio da Secretaria de Estado, os fez o Governo americano, para tomar parte no grande concurso transmississippiano. A Exposição de Omaha tem interesse especial para as nações da America latina, porque desejosas, como estão, de augmentar suas relações commerciaes com os Estados Unidos, não podem deixar de ver naquelle acontecimento uma occasião muito propicia para dar a conhecer seus productos, ainda mais do que já se conhecem, nos mercados deste paiz, e para vir a observar de cerca o progresso industrial desta grande nação. Como é bem sabido, o commercio da maior parte das republicas da America latina tem sido por muitos annos principalmente com a Europa, ainda que tem de reconhecer o facto de que nos ultimos annos negociam consideravelmente com os Estados Unidos, notando-se uma tendencia favoravel ao crescimento desse commercio.

Mas seja isto como fôr, ainda fica muito para fazer, e o dia chegará em que tanto os americanos do norte como os do sul, recordarão com sorpresa a epocha em que suas mutuas transacções commerciaes limitavam-se á certa classe de artigos sómente, e em que os habitantes de algumas das seccões mais vastas deste continente atravessaram o Atlantico e iam aos mercados da Inglaterra, França, Allemanha e Italia em busca de manufacturas, que as fabricas americanas produzem á perfeição. Então parecerá inacreditavel que, em fins do seculo XIX, os commerciantes de alguns pontos da America Central, por exemplo, levavam de Hamburgo, na Allemaha, dobrando o cabo Horn ou passando pelo estreito de Magalhães, e atravessando não menos de onze mil milhas, artigos de diversas classes que podiam facilmente obter nos Estados Unidos, viajando uma quinta parte daquella enorme distancia.

Nesse futuro não muito longe, serão considerados como verdadeiras curiosidades, numerosos artigos europeos que hoje se encontram por todas as partes da America latina, taes como pianos, calçado, obras de vidro e mobilia francezas; chapéos, fazendas, preparações chimicas e pharmaceuticas, lampadas e brinquedos allemães; generos de linho, de algodão e de lã, cutelaria, objectos de couro, papel e ferragens da Inglaterra. Apenas parece possivel que hoje mesmo se levam á Republica do Uruguay machinas de

coser da Allemanha, sendo este artigo, como é, essencialmente americano. Dos Estados Unidos se exportam trilhos para a Europa, um facto que de seguro é ignorado em muitas partes da America latina porque muitos daquelles paizes importam da Inglaterra todo ou quasi todo o material de estradas de ferro que necessitam, incluindo os trilhos. Não obstante ser um facto reconhecido que nos Estados Unidos se fabricam as melhores machinas do mundo, alguns paizes da America ainda compram na Europa as machinas que necessitam, sem exceptuar os engenhos de assucar.

Antes o temos dito no *BOLETIM MENSAL* e agora o repetimos, que a industria dos Estados Unidos é, até certo ponto, desconhecida na America latina, e, por conseguinte, o commercio entre as nações do norte e do sul de nosso continente não tem alcançado ainda todo o desenvolvimento que terá mais tarde. As exposições internacionaes contribuem poderosamente a este resultado, e por isto consideramos como muito beneficiosa a Exposição que se vai abrir na cidade de Omaha.

A Secretaria das Republicas Americanas comprehende toda a importancia que aquelle concurso tem para os paizes que formam a União Internacional, e interessa-se profundamente em que tenha o exito mais completo. Sendo o centro official de informação relativa ao commercio, a producção, a industria, o progresso material e enfim, relativa a tudo que affecta o melhoramento das republicas do Hemispherio Occidental, a Secretaria deseja que a Exposição Transmississippiana seja bem conhecida e apreciada em todo o continente. Os trabalhos da Secretaria abrangem um grande numero de ramos, e não se omittem esforços para fazel-os satisfactorios a todos os Governos representados nesta União Internacional. Por meio do *BOLETIM MENSAL*, fornecem-se aos industriaes e commerciantes dos Estados Unidos valiosas informações acerca das oportunidades que offerecem ao commercio os paizes meridionaes, ao mesmo tempo que se levam a estes ultimos as noticias mais recentes sobre os mercados norte-americanos.

Como uma das provas mais eloquentes dos constantes e laboriosos esforços da Secretaria das Republicas Americanas para fomentar o commercio entre todas as nações deste continente, pode-se mencionar o *DIRECTORIO COMMERCIAL*, cujo segundo volume em breve sahirá a luz. Nessa obra, que bem merece que se

chame a unica de sua classe, se encontra compilado maior numero de dados importantes, por não dizer necessarios, para o commercio americano, que em todas as outras publicações dessa especie que circulam pelo mundo. Como livro de consulta, o DIRECTORIO não tem rival, e não ha exaggeração em assegurar que, avaliando-se delle, os homens de negocios da America do Norte e do Sul podem chegar a conhecer melhor os recursos de seus respectivos paizes, que lendo numerosos volumes sobre este mesmo assumpto.

Temos dito quão imperfeitamente se conhecem na America latina os productos da industria norte-americana. Vamos agora dizer algumas palavras acerca da carencia de informações que se nota nos Estados Unidos relativamente aos paizes latino-americanos e seus recursos. Até ha poucos annos, os commerciantes deste paiz fizeram pouco caso do commercio com as nações deste continente, exceptuando o Mexico e talvez uma ou duas mais; e é devido a este facto que a Europa estabeleceu um verdadeiro monopolio commercial na America Central e do Sul. Têm-se citado muitas causas para explicar esta especie de indifferença mercantil por parte dos Estados Unidos, com relação aos outros paizes do Novo Mundo, e uma dellas tem sido, sem duvida alguma, o grande commercio entre os estados da União ao qual apenas bastavam todas as fabricas deste paiz. No correr do tempo, comtudo, e quando a producção industrial excedeu ao consumo, tornou-se indispensavel buscar consumidores estrangeiros, e como era natural, pensou-se na America latina e se procedeu a fazer um exame daquelles mercados. Então se comprehendeu pela primeira vez que este paiz tinha abandonado á especulação europeia um vastissimo campo de acção, onde o genio e a actividade do povo americano podiam ter ido recolhendo por muito tempo vantagens inestimaveis. E na verdade, quando se pensa nas riquezas que encerra essa immensa região que estende-se desde o Mexico até o Chile, não pode deixar de surprender que não tenha desde o principio chamado a attenção da Grande Republica como theatro digno do espirito de empreza de uma raça essencialmente emprehendedora.

Um olhar para o mappa da America basta para poder apreciar o que significam hoje as nações americanas de origem latina, e o que necessariamente significarão amanhã. Já a immigração europeia está operando na Republica Argentina uma transformação

tão prodigiosa como a que operou nos Estados Unidos, e a rica, populosa e esplendida cidade de Buenos Aires merece ser designada com o nome de New York da America do Sul. Quando toda a America do Sul estiver povoada em proporção a sua area territorial, haverá naquelle formoso continente mais habitantes que os que a Europa tem na actualidade. A America Central caminha a grande passo a occupar um posto proeminente, sob o ponto de vista commercial, ao lado das outras grandes secções deste hemispherio, e a immigração estrangeira que já vai procurando suas praias, fará daquella magnifica região uma das porções mais ricas do globo. Parece quasi desnecessario fallar do Mexico, cujo progresso durante os ultimos annos é com justiça motivo de orgulho para seus filhos e de admiração para o mundo inteiro.

As exposições internacionaes estão reconhecidas como poderosos factores no progresso das artes, a industria e o commercio, e por isto as grandes nações celebram de tempo em tempo concursos desta natureza. A França está fazendo activas preparações para a grande exposição de 1900, que será a terceira que já se tem celebrado dentro de trinta e tres annos. Nos Estados Unidos houve no decurso de menos de duas decadas a Exposição do Centenario em Philadelphia, que verificou-se em 1876, e a Universal de Chicago, em 1893. Além destas, havia outras que, ainda que menores em suas proporções, não o tem sido provavelmente, em seus resultados, como a de Atlanta em 1881, a de New Orleans em 1884, a de San Francisco da California em 1894, a segunda de Atlanta em 1895 e a de Nashville em 1897. A Grã Bretanha reconheceu, desde ha muito tempo, a necessidade de celebrar exposições industriaes, e já em 1828 celebrou-se uma em Londres que não produziu todos os resultados que della se promettiam. Mais tarde, em 1845, a exposição de manufacturas que tambem teve lugar na capital do Reino, teve o exito mais completo. Quatro annos depois veio a exposição de Birmingham, a mais perfeita que até então tinha sido celebrada naquelle paiz; mas não foi até o anno de 1851, que a Inglaterra offereceu ao mundo uma das mais notaveis exposições deste seculo, e da qual ficam ainda muito gratas recordações. As outras nações europeas têm celebrado em differentes epochas exposições semelhantes, as quaes tiveram lugar na Allemanha, Austria, Belgica, Hespanha, Suissa, Russia, Italia, Suecia, Turquia, Hollanda,

Grecia, Dinamarca e Portugal. Entre os paizes da America latina que têm seguido esse exemplo, mencionaremos o Brazil, Chili, Venezuela, Colombia, Peru e Guatemala,

Compreende-se que, á medida que o mundo progressa, sejam mais frequentes esses concursos internacionaes, porque nada pode dar como elles uma idea tão exacta do progresso e dos recursos de um paiz, pois que são verdadeiras lições objectivas, de que as nações aprendem, melhor que por outro meio qualquer, a apreciar-se umas ás outras. Tomando como exemplo os Estados Unidos, é evidente que as numerosas industrias que aqui existem necessitam de exposições de character internacional para fazerem-se conhecer devidamente, pois dá melhor idea dos productos de uma fabrica uma amostra exposta aos olhos do publico, que todas as descripções e annuncios imaginaveis. É por isto que cremos que é da maior importancia convidar as nações estrangeiras a concorrerem nessas exposições industriaes e artisticas. No presente caso, sobretudo, em que se trata de uma exposição americana, é da maior importancia que se achem representadas nella todas ou a a maior parte das nações do Hemispherio Occidental.

Pondo de um lado a questão puramente commercial, é um facto que da estreita communicação que se estabelece durante um concurso internacional, entre os habitantes de diferentes paizes, resultam sentimentos mais amistosos entre elles, e, por consequente, melhor intelligencia entre os povos e governos. D'ahí resulta que essas exposições devem ser consideradas altamente proveitosas sob o ponto de vista dos interesses politicos. Na America, sobretudo, contribuem para dissipar certos erros que ainda existem relativamente ás tendencias politicas desta ou daquella republica, e nunca se poderá encarecer demasiado a conveniencia de que as duas grandes raças que povoam este hemispherio conheçam-se intimamente, afim de que cessem para sempre rivalidades nascidas de antigas preocupações.

A cidade onde vai ser celebrada a Exposição Transmississippiana é uma dessas maravilhosas creações da energia e actividade do Oeste. Fundada ha apenas 44 annos, Omaha tem hoje mais de 140,000 habitantes, e é um centro commercial e de estradas de ferro de muita importancia, pois que convergem nelle não menos de quatorze vias ferreas, o qual põe a cidade em communicação

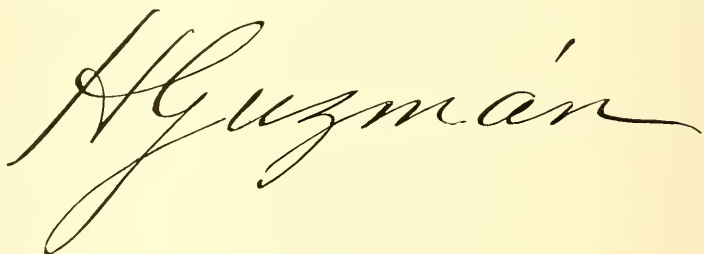
com as costas do Atlantico e do Pacifico, assim como com o golfo do Mexico. Assim pode-se ver quão accessivel será a Exposição Transmississippiana a todos os que desejem visital-a, e é de esperar que os povos latino-americanos queiram aproveitar da occasião que se lhes apresenta de virem a ver com seus proprios olhos o estado de progresso e cultura que tem alcançado o Grande Oeste dos Estados Unidos, immensa região na que vagavam ha apenas meio seculo hordas de selvagens e manadas de bufalos: mas onde o espirito de uma civilização sem precedente tem levantado como por encanto esplendidas cidades que rivalisam em riqueza, refinamento e bom gosto com as capitaes mais cultivadas da Europa e America.

Quando no estrangeiro se falla dos Estados Unidos, muitas vezes faz-se pouco caso do Oeste e ainda estadistas e escriptores de nota imaginam que a virilidade e energia da nação são limitadas quasi exclusivamente nos Estados de léste, profundo erro que tem contribuido para que não se estime como merece toda a magnitude da União americana. Não faltam os que imaginam que quando se têm mencionado Boston, New York, Philadelphia, Baltimore, Washington e New Orleans já não ha que dizer a respeito de cidades americanas. E isto ainda depois da Exposição Universal de Chicago, que foi para muitos povos da terra uma verdadeira revelação!

A America latina tem noções mais exactas do que é o Grande Oeste dos Estados Unidos desde que se reuniu a Conferencia Internacional Americana e que os delegados a esta assemblea fizeram sua famosa viagem a differentes pontos da Republica, incluindo no seu itinerario varios estados do Oeste. Propicia occasião offereceu-se então aos representantes das nações do Sul para estudar o rapido progresso da secção occidental deste paiz, e é sabido que expressaram a maior admiração do desenvolvimento industrial que, sem duvida alguma, muitos delles não esperavam encontrar. Desde aquella epocha cerca de nove annos têm decorrido, espaço que em outras partes não significa muito: mas que, tomando em consideração a vertiginosa rapidez com que o Oeste progressa, pode effectuar verdadeiras transformações nessa terra dos portentos; e si alguns dos que a visitaram em 1889 vierem outra vez com motivo da Exposição de Omaha, apenas

crerão que em menos de uma decada têm-se verificado as mudanças que de certo encontrarão alli.

Uma exposição internacional americana que tivesse lugar em uma das grandes capitães da America latina, na cidade do Mexico, por exemplo, seria de transcendentaes consequencias para os interesses commerciaes de nosso continente, e contribuiria de uma maneira poderosa para a realisação dos fins que a Conferencia Internacional Americana teve em vista quando recommendou o estabelecimento desta secretaria. Os homens de elevado espirito que se interessam no progresso intellectual e material de nossos povos, deveriam cooperar para a realisação deste pensamento, afim de que no principio do seculo XX vejam a união fraternal das duas grandes raças de nossa America em um grande concurso artistico, industrial e agricola.

A large, elegant handwritten signature in dark ink, reading "Afuzmán". The script is fluid and cursive, with a prominent flourish at the end.

BRAZIL.

ELEIÇÃO DE PRESIDENTE E VICE-PRESIDENTE.

Nas eleições geraes que tiveram lugar no Brazil o 1º de Março, foram eleitos Presidente e Vice-presidente, respectivamante, da Republica pelos quatro annos subsequentes, os Senhores Campos SALLES e ROSA SILVA. O voto fôï unanime. O Sr. SALLES é agora Presidente do Estado de São Paulo, e se tem distinguido nos negocios publicos do Brazil por muitos annos. As ceremonias de inauguração destes funcçionarios terão lugar no mez de Novembro proximo.

OPPORTUNIDADES PARA OS NEGOCIOS.

O Sr. CHARLES P. KING, americano residente no Rio de Janeiro, e commerciante em commissão, escreve o seguinte no "Farm Machinery," sobre a perspectiva commercial do Brazil. O Sr.

KING não recommenda o estabelecimento no Brazil sem capital sufficiente, mas referindo-se aos que contam com capital, diz:

Ha aqui oportunidades esplendidas para estabelecer quasi toda a classe de industrias manufactureiras. O povo do paiz apenas produz nada do que consume. A roupa, os pannos, o calçado, as ferragens, os instrumentos agricolas, e em geral todos os artigos de uso mais commum são importados do estrangeiro. Os direitos de importação são muito altos e esta circumstancia permittiria aos fabricantes do Brazil vender seus productos com grande proveito.

Os Estados Unidos só têm uma pequena parte do commercio desta Republica, e não ha nenhuma linha americana de navios mercantes que faça viagens aos portos do Brazil. Si nossos fabricantes e commerciantes adoptassem um systema melhor, um numero consideravel de transacções commerciaes teria lugar entre os dous paizes. Em primeiro lugar, é necessario fazer como fazem os inglezes, os allemães e os francezes; estes paizes têm suas agencias regularmente estabelecidas e põem estas agencias a cargo de pessoas que fallam o idioma do paiz. Um commerciante americano envia um agente ao Brazil que não conhece os costumes do paiz, nem sabe fallar uma palavra de portuguez; e este agente volta aos Estados Unidos e informa que não ha negocios naquelle paiz e que não podia vender seus generos, sendo assim que o dito agente não teve outro meio que o de signaes e gestos para expressar suas ideas. Os europeos, de mais, concedem longos creditos aos commerciantes locaes. Este systema tem governado por muitos annos, e os sul-americanos não gostam do systema dos *Americanos* de exigir os pagamentos em prazos de trinta dias. Elles preferem não commerciar com um paiz que mostra-se tão exigente nos pagamentos. Os inglezes e allemães que concedem creditos a grandes prazos, obtêm consideravel proveito do tempo de espera, e o risco que correm é muito pequeno. Não ha razão alguma que impeça aos americanos adoptar este mesmo systema; e terão de fazel-o assim si quizerem assegurar o commercio com este paiz.

COLOMBIA.

CONTRACTO DE ESTRADA DE FERRO.

A Secretaria de Estado recebeu do Ministro HART, datada em Bogotá no dia 8 de Março, uma copia de um contracto celebrado com o Sr. JUAN BAUTISTA MANNERO E TRUCCO, para a construcção de uma estrada de ferro do porto de Girardot á savana de Bogotá.

O concessionario obriga-se a construir a estrada de ferro de Girardot e entregal-a já terminada no fim do prazo de cinco annos. Tambem está obrigado a trocar a bitola actual por uma de 1 metro (39.37 pollegadas) e terminar todos os trabalhos e terreplenos necessarios; trocar os trilhos da linha por outros que pesem 20

kilogrammas, por metro linear; as locomotivas por outras que não pesem menos de 30 toneladas cada uma e o resto do material rodante por outro apropriado para uma estrada de ferro de um metro de bitola. Todo isto está comprehendido no trabalho que terá de ser concluído em cinco annos. Os primeiros dez kilometros de Juntas de Apulo a Bogotá devem estar concluídos dentro do prazo de um anno a contar da data do contracto. A falta de cumprimento fará perder o contracto, a menos que se prove á satisfação do Governo, que depende de causas inevitaveis.

Todo o material rodante da linha que se está construindo deve estar reparado ou renovado em parte, dentro de oito mezes a contar da approvação do contracto, de modo que naquella data deve haver em perfeita condição tres locomotivas reparadas, uma nova de 25 toneladas, dous carros para passageiros de primeira classe, tres para os de segunda, vinte carros de carga e dous para carregar gado. Os armazens do porto de Girardot devem ser ampliados para fazer frente ás necessidades do trafico.

O concessionario deve dar uma fiança pessoal de \$50,000 em ouro, acceitavel pelo Ministro da Fazenda, a qual passará ao The-souro de Colombia, caso o concessionario deixe de cumprir todas as obrigações do contracto.

GUATEMALA.

OPPORTUNIDADES PARA O DESENVOLVIMENTO COMMERCIAL.

De uma correspondência muito interessante sobre o clima, o solo, os productos, etc., de Guatemala, publicada no periodico "Farm Implement News," em seu numero de 24 de Março, extrahimos os seguintes periodos relativos ás possibilidades de augmentar o commercio dos Estados Unidos com este paiz:

A situação aqui está melhorando. A nova administração, organizada immediatamente depois do assassinio de BARRIOS, tem procedido com muita habilidade e moderação, e tendo o apoio do Congresso, que está actualmente em sessão, a confiança parece estar inteiramente restabelecida e a tranquillidade reina em toda parte da Republica. A diminuição consideravel do cambio, durante as duas ultimas semanas, é a melhor prova de que a crise está passada e não se esperam perturbações da ordem publica. Ultimamente as transacções augmentaram, como resultado da boa colheita de café, producto principal do paiz, que foi muito

maior do que se esperava, e do augmento no seu preço. O effeito é semelhante ao que acontece nos Estados Unidos quando ha uma grande colheita de trigo e um consequente augmento de preços. Tendo uma melhora na situação economica e uma administração muito satisfactoria, não ha razão de esperar perturbação politica alguma e a Republica deve fazer melhor progresso do que no passado, no desenvolvimento de seus grandes recursos naturaes.

O solo de Guatemala é em geral rico e muito productivo, dando differentes productos segundo á altura e temperatura. Fructas tropicaes, arroz, algodão, cacáo, borracha, baunilha, etc., dão-se na zona quente; café, assucar, milho, tabaco, feijão, uvas, etc., na zona temperada, e trigo, avéa, cevada, etc., na zona fria. Cultivam-se as fructas semi-tropicaes em toda parte da Republica. Como os valles nas zonas superiores estão a uma altura pouco elevada e são fertis e quentes, quasi todas as classes de productos podem ser encontradas na mesma localidade. Não se podem produzir em paiz algum laranjas e limões superiores aos que se produzem aqui.

Não obstante poderem todos os productos mencionados ser cultivados em abundancia e com proveito, o café é o principal producto do paiz, porque dá o maior lucro com o minimo trabalho. A criação de gado, tambem, é outra industria importante no paiz. De facto, a falta de trabalhadores tem retardado muito o desenvolvimento da agricultura, porque os indios ou naturaes não estão dispostos a trabalhar e, consequentemente, a immigração de trabalhadores estrangeiros é muito procurada e desejada. As minas de ouro e de prata e as florestas de madeiras preciosas são outras fontes de riqueza que permanecem geralmente inexploradas por falta de trabalhadores. O povo, como no Mexico e outros paizes latino-americanos, abrange brancos, indios e mixtos, incluindo nos brancos os que pretendem ser comprehendendo quasi um terço da população.

O café é o principal producto de exportação, ainda que se exporte uma quantidade consideravel de couros, pelles, assucar, madeira e fructas. O café de melhor qualidade é enviado para a Europa. Os productos principaes que se importam são pannos de algodao e de lã, ferro e manufacturas de ferro, machinas, mobília, farinha, carnes conservadas, drogas, remedios, vinhos, e licores. A maior parte destes, com a excepção do trigo, é importada da Europa, devido ao facto de que o commercio está principalmente nas mãos dos europeos residentes aqui, os quaes são geralmente allemães, e de que não ha sufficientes vias de transporte entre Guatemala e os Estados Unidos.

A conclusão da Estrada de Ferro do Norte entre a cidade de Guatemala e Puerto Barrios no Atlantico, porá o paiz em comunicação directa com os Estados Unidos e as linhas de transporte do Atlantico farão entrar mercadorias deste lado. Cento trinta e cinco milhas desta estrada já foram construidas e postas em operação, e restam ainda sessenta milhas para ser construidas, e como o movimento e o progresso do paiz estão pendentos de sua conclusão, a suspensão de trabalhos em consequencia do assassinio do Presidente BARRIOS não pode ser mantida por muito tempo. Quando fôr acabada esta linha os productos dos Estados Unidos entrarão aqui dos portos do Atlantico por via do Golfo, e os viajantes americanos virão gozar deste delicioso clima e magnifico scenario.

Ainda que este paiz seja muito rico em recursos agricolas e possibilidades, a

procura de instrumentos de agricultura nunca será grande neste paiz. A superficie é demasiado quebrada e desigual para o uso em grande escala de machinas de semear e de colheita; mas deve haver uma procura consideravel de arados e pequenos instrumentos de cultivo, de moinhos de vento, engenhos de assucar, arame farpado, pregos, ferragens, etc., todos os quaes devem proceder dos Estados Unidos. Actualmente se encontram estes nos mercados aqui, mas são em sua maior parte de feitiço europeu. Tenho visto em uso um numero consideravel de moinhos de vento, os quaes são quasi em sua totalidade americanos, alguns tendo procedido de Chicago, por via de San Francisco. Quando a Estrada de Ferro do Norte fôr acabada, estas mercadorias serão enviadas por via de New Orleans, depois atravessarão o Golfo e seguirão um caminho directo até Puerto Barrios.

EMPRESAS DE ESTRADAS DE FERRO E VAPORES.

O Consul Geral BEAUPRÉ communica de Guatemala á Secretaria de Estado em data de 2 de Abril de 1898, que a Assembleia Nacional de Guatemala autorisou formalmente ao Presidente CABRERA, no dia 23 do mez proximo passado, para alugar ou vender a Estrada de Ferro do Norte de Guatemala, ou celebrar qualquer classe de contracto que tenha por objecto assegurar a conclusão d'aquella, logo que fôr possivel, nas condições mais vantajosas para a nação.

Como se tem dito repetidas vezes no BOLETIM MENSAL, a construcção desta linha é o commettimento mais importante que se tem apprehendido em Guatemala desde ha muito tempo. O projecto foi originado pelo ultimo Presidente BARRIOS, e foi a empresa favorita durante o tempo que elle esteve no poder. Já está concluida a parte da linha desde Puerto Barrios, no Golfo de Honduras, até San Augustine, uma distancia de 133 milhas; o resto da linha até a cidade de Guatemala (perto de 56 milhas) já foi estudado, a linha foi traçada, e a praticabilidade de sua construcção plenamente demonstrada. Quando estiver acabada esta linha, serão accessiveis as secções mais ricas da Republica para o cultivo de café, e ficarão abertas ao trafico as ricas regiões mineiras e as florestas, e se espera que a linha offereça a esta parte do paiz as oportunidades para um grande desenvolvimento por tanto tempo desejado.

Puerto Barrios está cerca de 800 milhas de New Orleans, é logo que se abrir ao trafico esta linha, as mercadorias americanas poderão ser facilmente transportadas e os commerciantes americanos poderão

ir commodamente e promptamente aos mercados de Guatemala, assim augmentando-se consideravelmente o commercio dos Estados Unidos.

O Consul Geral BEAUPRÉ, fallando da oportunidade para comprar ou arrendar a linha, diz:

Os capitalistas estrangeiros comprehendem bem a importancia desta estrada de ferro sob o ponto de vista dos negocios, e creio que não ha a menor duvida de que sua conclusão será um facto dentro de tres annos. Os americanos que desejem empregar seu dinheiro em emprezas estrangeiras devem investigar esta estrada de ferro. Pode se obter uma valiosa concessão e a estrada de ferro pode ser comprada pela metade de seu custo original.

A Assembleia Nacional autorizou tambem ao Presidente para celebrar um contracto com a Companhia de vapores do Pacifico, associação ingleza, e a Companhia Sul Americana de Vapores do Chile, para o transporte de correspondência entre Ocos, porto de Guatemala e o Chile. O preço terá de ser \$15,000 por anno que terá de ser augmentado até \$30,000, quando estes vapores estenderem seu serviço até San Francisco.

Já se notou em um numero anterior do BOLETIM MENSAL, que estas duas linhas de vapores, cujo ponto terminal pelo norte era Panama, têm estendido recentemente seu serviço aos portos da America Central com o fim de chegar até San Francisco.

Como supplemento do antedito, o Consul Geral BEAUPRÉ avisa á Secretaria de Estado, em data de 6 de Abril, que o Governo de Guatemala celebrou um contracto com os Srs. MAY e JEKYLL, cidadãos dos Estados Unidos, para funcionar a Estrada de Ferro do Norte, recebendo do Governo um premio de \$40,000 por mez. Foi nomeado gerente geral, com residencia official em Puerto Barrios, o Sr. J. T. NORTON, um americano. O contracto começou a vigorar desde 1º de Abril.

HONDURAS.

CONCESSÃO PARA ABRIR Á NAVEGAÇÃO O RIO PATUCA.

O Sr. W. M. LITTLE, Consul dos Estados Unidos em Tegucigalpa, communica á esta Secretaria em data de 31 de Março, que na ultima sessão ordinaria do Congresso de Honduras, foi feita

uma concessão ao Sr. JOHN E. WOOD e associados, de Cleveland, Ohio, para canalisar a entrada do rio Patuca, e navegar suas aguas. O seguinte é um resumo das condições da concessão.

O concessionario obriga-se a canalisar a foz do rio para dar entrada a embarcações maritimas de pouco calado, e a construir um molhe e uma alfandega. Tambem fica autorisado para estabelecer e funcionar uma linha de vapores desde a foz do rio até um ponto 150 milhas acima della.

Em consideração do cumprimento das estipulações ja enumeradas, o concessionario receberá os direitos de molhe que tenham de pagar os artigos que entrarem no rio, já seja para a exportação ou para a importação: têm tambem os concessionarios o direito exclusivo de navegar o rio por meio de vapores, ou de outras embarcações, por um periodo de dez annos, e se lhes outorgam preferencias nas concessões para a construcção de uma estrada de ferro desde o ponto de partida da navegação a todos os pontos no districto de Olancho, assim como tambem certas facilidades para a colonisação daquella parte do paiz. Tambem receberá o concessionario 100,000 hectares de terras nacionaes.

O Consul LITTLE diz que o rio Patuca é o mais importante do paiz, e que si o plano de navegação se levar a cabo, ficará estabelecida a communicação, por vapor, com aquella parte do paiz que é considerada como a secção agricola mais rica de Honduras.

MEXICO.

NOTAS DA MENSAGEM DO PRESIDENTE DA REPUBLICA.

O Presidente DIAZ pronunciou sua mensagem na occasião da abertura da sessão regular do Congresso Mexicano, no primeiro de Abril. Felicita ao paiz pelas relações de amizade com as differentes nações que têm existido por muitos annos.

Referindo-se á instrucção publica, a mensagem diz:

Os exames semestraes nas instituições de instrucção primaria superior da capital, das cabeças das prefeituras e os Territorios, verificaram-se com regularidade, assim como os exames de fim do anno em todas as escolas elementares, havendo augmentado consideravelmente o numero destas, pois o total de alumnos matriculados, sem computar os dados do districto do sul da Baixa California, que ainda não foram recebidos, foi de 56,638. As escolas nacionaes, quasi em sua totalidade, estão providas abundantemente de mobilia a utensilios necessarios.

Da industria mineira, o Presidente diz :

O estado da industria mineira é muito satisfactorio. Durante o periodo a que se refere este relatorio, tem-se expedido novecentos cincoenta e sete novos titulos que comprehendem oito mil duzentos e noventa e sete prazos de um hectar, montando a sete mil quatrocentos setenta e seis os titulos expedidos em conformidade com a nova lei, e que comprehendem uma superficie de cincoenta e oito mil quinhentos quarenta e tres hectares.

Continuam augmentando as exportações de mineraes, pois pelos dados publicados até agora se vê que o valor dos mineraes exportados durante os mezes de Junho a Novembro ultimo ascendeu, em algarismo redondo, a trinta e nove milhões de pesos, contra pouco mais de vinte e oito milhões em igual semestre de 1896. Nessa exportação figura a prata com um valor de trinta e quatro milhões de pesos; o ouro com mais de tres milhões, e o chumbo com um milhão duzentos mil pesos. O antimonio e o zinco tambem figuram entre os metaes que se exportam.

Pode-se ter uma idea do movimento na industria mineira, observando a actividade em alguns dos grandes estabelecimentos metallúrgicos fundados sob concessões do Governo. A fundição central de Aguascalientes recebeu para beneficiar, durante o anno fiscal de 1896-97, cento e dous mil trezentas quarenta e nove toneladas metricas de mineraes; a de San Luis Potosi, no mesmo periodo, cincoenta sete mil seiscentas cincoenta e tres toneladas; e a grande fundição de Monterey cento oitenta e cinco mil setecentas e trinta. O estabelecimento de Velardeña, em Durango, beneficiou cincoenta e tres mil duzentas e quarenta toneladas. A Companhia do Boleo, na Baixa California, fundiu cento setenta e um mil toneladas de mineral de cobre, e a de Mazapil, quinze mil de mineral de cobre e prata.

O Presidente diz que a agricultura apresenta um aspecto muito favoravel. As boas colheitas que se obtiveram durante o anno passado darão muito animo a essa industria no futuro. O valor da producção agricola no anno de 1896 foi de duzentos vinte e um milhões de pesos sem incluir os gados, os productos de floresta e os fructos.

Foi apresentado á Secretaria do Fomento grande numero de solicitações, pedindo concessões para usar das aguas sujeitas á jurisdicção federal para os fins de irrigação e força motriz. Essas concessões foram liberalmente feitas, tendo para o seu objecto o desenvolvimento de um ramo de muita importancia para o bem estar do publico.

Durante o periodo de que trata este relatorio, foram entregues a particulares sob titulos legaes, quatro centos dez e nove mil hectares de terras publicas.

A proposito da colonisação o Presidente diz que se têm obtido

alguns bons resultados, ainda que em modesta escala. O Mexico necessita de inmigrantes com pequeno capital, que venham com o objecto de desenvolver as oportunidades que o paiz offerece.

Já se tem feito muito e ainda ha muito para fazer nos trabalhos de melhoramento dos principaes portos do paiz. As obras do porto de Veracruz estão-se proseguindo com toda regularidade. Os vapores de cabotagem já ancoram nos molhes desse porto. Serão concluidos em breve os extensos quebra-mares e o porto de Veracruz tornar-se-ha um dos melhores e mais commodos do mundo. A construcção de canaes e quebra-mares em Tampico está tambem progredindo com muita satisfação. No porto de Coatzacoalcos está feito um canal de quatro metros de profundidade média. Isto tem permittido que passem a barra vapores que antes não podiam entrar no rio. Celebrou-se um contracto com PEARSON & FILHOS para fazer um bom porto, com um molhe em Salina Cruz, ponto terminal no Pacifico da Estrada de Ferro de Tehuantepec. Uma linha de vapores foi estabelecida entre Vera Cruz e Port Arthur, fazendo escalas em Tampico e Galveston.

Referindo-se a estradas de ferro, a mensagem diz:

Desde Setembro de 1897, foram construidos trezentos e cincoenta kilometros de vias férreas. A extensão total de vias férreas é de onze mil oitocentos sessenta e quatro kilometros, numero inferior ao consignado no ultimo relatorio, por ter concordado o Governo com varias empresas na suppressão de vias que não estavam funcçãoando com proveito. As linhas de tramvias foram estendidas por duzentos trinta e quatro kilometros.

A venda de sellos de correio demonstra o facto de que as malas receberam grande augmento no ultimo semestre. A importancia de ordens postaes mostra um augmento de 40 por cento; o numero das repartições e agencias postaes foi augmentado. O systema telegraphico federal foi augmentado e melhorado. Desde Setembro têm-se construido quinhentos setenta e seis kilometros de linhas novas e as antigas têm sido aperfeiçoadas.

Referindo-se á Fazenda, o Presidente diz que não se tem verificado mudança alguma de importancia na situação economica do paiz, nem na condição do Thesouro Federal. Quanto a bancos, diz o Presidente que a lei geral de bancos tem continuado a produzir os fructos que o Executivo esperava della. A Republica

tem treze bancos de emissão em plena actividade e dous grandes bancos que funcionam na capital, com numerosos succursaes em toda a extensão do paiz.

FUNDIÇÃO DE AÇO EM CHIHUAHUA.

Diz a “Iron Trade Review” que a companhia denominada “Wellman Seaver Engineering Company” tem celebrado um contracto para instalar em Chihuahua, Mexico, uma nova fornalha de frente aberta para a fabricação de aço pelo processo basico. Os Estados Unidos fornecerão a maior parte do capital e uma nova companhia tem-se encarregado de levar a cabo a empresa. Esta será a primeira fabrica de aço da Republica do Mexico. Será uma fabrica moderna em todos os sentidos, com osapparelhos reformados mais recentes.

A Companhia Industrial mexicana abriu uma fabrica para a laminação de metaes em Chihuahua, que começou a funcionar em 1892. O equipamento consta de dous fornos de gaz “Siemens,” tres trens de cylindros (8, 12 e 20 pollegadas); um martello de 1,500 libras e sete machinas de cortar cravos. Sua producção annual é de 10,000 toneladas de ferro em barra, cavilhas, porcas, rodela, ferraduras e 12,000 cunhetes de cravos. Os retalhos de metal, nos quaes abunda o Mexico, subministram a materia prima. A projectada fornalha de frente aberta será situada proxima á fabrica laminadora, e a maior parte do aço será fabricada com retalhos. Ha depositos de mineral de ferro duro no paiz, mas ainda não têm sido explorados.

FINANÇAS E INDUSTRIAS.*

Em data de 28 de Janeiro de 1898, o Honrado Sr. POWELL CLAYTON, ministro dos Estados Unidos no Mexico, enviou á Secretaria de Estado uma exposição das parcellas do orçamento para o exercicio de 1898-99, que propoz ao Congresso do Mexico, o Sr. LIMANTOUR, Secretario do Thesouro.

A receita total para o anno, baseada nos calculos costumados, é orçada em \$51,659,500, ou \$549,383 mais que a do anno fiscal, passado. Não obstante isto, com o objecto de fazer face a um pequeno *deficit* que se teme, resolveu-se impor direitos sobre as

* Neste relatório os orçamentos são na moeda do Mexico. O valor do peso mexicano, segundo a avaliação feita pelo Director da casa de moeda dos Estados Unidos no dia 1 de Janeiro de 1898, é de quarenta e seis centavos na moeda dos Estados Unidos.

bebidas alcoholicas que se fabricam no paiz. Calcula-se que o dito imposto produzirá \$450,000, o que faz que o total da receita monte a \$52,109,500.

O total da despesa do Governo é orçado em \$52,089,484.45; por conseguinte o orçamento, como é proposto, mostra uma sobra de \$20,015.55.

Tomando em consideração a abundancia das colheitas do anno passado, o Sr. LIMANTOUR espera grande augmento na compra de mercadorias estrangeiras durante o anno fiscal em consideração, e um augmento correspondente nas rendas recebidas dos direitos de importação, assim como tambem do imposto interno de sellos como resultado do augmento do commercio interno.

A receita recebida dos direitos de exportação calcula-se em \$1,393,000, e divide-se nas seguintes parcelas:

Artigos.	Receita (prata).
Madeiras nacionaes de construcção, páus de marceneiro, de tinturaria e de amoreira e transito de madeiras estrangeiras (média da receita para os dous ultimos annos).....	\$225, 000
Raiz de zacaton, um producto que vai augmentando, somma igual á do anno passado.....	25, 000
Chicle, que se acha em iguaes circumstancias.....	42, 000
Urzella, cuja exportação está concluindo.....	1, 000
Henequen, somma igual á do anno passado.....	350, 000
Ixtle, producção igual á do anno passado.....	43, 000
Couros e pelles de todas as classes, que vão augmentando; quantidade igual á do anno de 1896-97.....	77, 000
Café, calculando uma exportação de 18,000,000 kilogrammas.....	630, 000
Total da receita por exportação.....	1, 393, 000

Sob a classificação de “Impostos diversos sobre o Commercio Exterior,” calculada sobre as receitas dos annos anteriores, calcula-se a seguinte receita:

Ramos.	Receita (prata).
Dous por cento para obras dos portos sobre \$21,500,000 de direitos de importação.....	\$430, 000
Direitos especiaes de porto.....	47, 000
Direitos de tonelagem, pharol, armazenagem, etc.....	100, 000
Direitos de patentes de navegação.....	1, 000
Direitos de pilotagem e capitancias de porto.....	42, 000
Direitos sobre cartas de saude.....	72, 000
Direitos sobre facturas consulares.....	227, 000
Direitos por certificados expedidos por consulados e legações.....	8, 000
Direitos para a cobertura do molhe de Veracruz.....	27, 000
Total.....	954, 000

A receita produzida pela venda de sellos de renda é orçada em \$6,885,000, ou uma somma igual á do presente anno fiscal. A renda que o Thesouro Nacional receberá dos varios Estados é orçada em \$5,450,000, quantia que corresponde á do anno fiscal de 1895-96.

Ao referir-se á mineração, diz o Sr. LIMANTOUR que a baixa da prata não tem impedido o augmento da producção deste mineral no Mexico, enquanto que em outros paizes estão-se fechando os estabelecimentos mineiros. Attribue isto ao conhecimento cada dia mais profundo das riquezas mineiras do Mexico e ao emprego dos methodos modernos no tratamento dos minerios, e na exploração de minerios de qualidade inferior; e assevera que a extracção de prata podia ser feita com proveito, ainda que seu preço baixasse mais. A producção de ouro tendo sido augmentado tambem, espera-se que o imposto mineiro recebido desta fonte mostre um ligeiro augmento tambem, comparado com o do anno fiscal pasado. A renda desta fonte é orçada em \$2,730,000. O orçamento do imposto sobre o tabaco é igual ao do anterior. \$1,225,000. O imposto sobre alcohol é calculado em \$818,000.

A receita total recebida dos direitos sobre sellos de todas as classes é orçada em \$20,000,000. Calculam-se em \$1,260,000 os direitos de cunhagem, ensaio, e outros analogos, e por direitos de marcas de fabrica e patentes de invenção, a quantia de \$20.000.

A receita federal, derivada de direitos directos no Districto Federal e nos Territorios é orçada em \$2,511,000, que mostra um pequeno augmento sobre as rendas do anno passado.

Calculam-se os rendimentos da estrada de ferro de Tehuantepec em \$180,000.

O relatorio inclue tambem varios outros ramos que são fonte de renda para a Governo. Sómente os principaes têm sido enumerados aqui.

DESPEZAS.

O quadro seguinte mostra o orçamento das despesas dos diversos ramos do serviço publico. É de notar-se que as despesas do proximo anno fiscal são orçadas em \$1,707,500 para mais que as do anno corrente. Mas deve-se ter em conta, que uma grande parte desta somma está destinada a cobrir os gastos occasionados pelos grandes melhoramentos contractados para os portos de Veracruz, Tampico, Coatzacoalcos, Salina Cruz e outras empresas

publicas. Além d'isto, o orçamento é baseado sobre pesos de quarenta e seis centavos, que é o valor do peso para o proximo anno fiscal, enquanto que para o anno corrente, o valor do peso é de quarenta e oito centavos, differença que monta a \$636,320.

Ramo.	Orçamento, 1897-98 (prata).	Orçamento, 1898-99 (prata).
Poder Legislativo	\$1, 018, 643. 90	\$1, 018, 643. 90
Poder Executivo	80, 968. 60	80, 968. 60
Poder Judiciario	433, 051. 80	444, 654. 15
Secretaria de Relações Exteriores.....	531, 741. 50	543, 467. 55
Secretaria de Relações Interiores	3, 652, 817. 45	3, 685, 272. 85
Secretaria de Justiça	2, 288, 052. 85	2, 311, 560. 75
Secretaria de Fomento	742, 973. 11	741, 874. 66
Secretaria de Vias de Comunicação.....	5, 450, 217. 45	5, 627, 544. 09
Administração da Fazenda	6, 069, 552. 85	6, 121, 229. 90
Dívida Publica	18, 853, 768. 00	19, 964, 268. 00
Secretaria da Guerra.....	11, 450, 196. 47	11, 750, 000. 00
Total.....	50, 581, 983. 98	52, 289, 484. 45

Ramos.	Augmento (prata).	Diminuição (prata).
Poder Judiciario	\$1, 602. 35	.....
Secretaria de Relações Exteriores.....	11, 726. 05	.....
Secretaria de Relações Interiores	32, 455. 40	.....
Secretaria de Justiça	23, 507. 90	.....
Secretaria de Fomento .....	.....	\$1, 098. 45
Secretaria de Vias de Comunicação	177, 326. 64	.....
Administração da Fazenda	51, 677. 05	.....
Dívida Publica.....	1, 110, 500. 00	.....
Secretaria da Guerra.....	299, 803. 53	.....
Total	1, 708, 598. 92	1, 098. 45

VENEZUELA.

CONTRACTO DE IMMIGRAÇÃO.

O Sr. W. W. RUSSELL, Secretario da Legação dos Estados Unidos em Caracas, transmitta á Secretaria de Estado, em data de 10 de Janeiro, o texto completo do contracto celebrado entre o Governo de Venezuela e LUDOVICO DOTTI, cidadão italiano. Segundo este contracto o Sr. DOTTI obriga-se por si e em representação de seus socios a trazer a Venezuela 1,000 familias italianas annualmente, com a condição de que os membros varões sejam agricultores. Estes homens deverão ter conhecimentos elementares de agricultura, ter não menos de dezoito annos, e ser saudaveis e de bons costumes. O Sr. DOTTI obriga-se a construir os edificios necessarios para o uso dos colonos e provel-os das

ferramentas e utensilios necessarios. Exige-se d'elle, além disto, que construa uma igreja em cada colonia e um edificio para escriptorios publicos e escolas. O Governo exempta as varias municipalidades do pagamento de direitos por um periodo de tres annos, e concede a entrada livre de todas as ferramentas e machinas; assim como a dos effeitos pessoaes, materiaes de métal para a construcção de 1,000 casas annualmente, e materiaes para a construcção de pontes e aqueductos. Todos os direitos civis de que gozam os venezuelanos são extensivos aos immigrants. Os colonos podem dedicar-se á classe de cultura que preferirem, mas afim de fomentar a cultura das vinhas e do trigo, dispõe-se que uma terça parte dos terrenos adoptados á producção d'aquellas plantas, deverá ser dedicada á cultura das mesmas. A companhia terá direito ás minas que se encontrem nas terras das colonias.

Depois de tres annos de occupação e cultivo, o Sr. DOTTI deverá dar a cada familia a casa que se lhe designou, e a cada membro da familia tres hectares dos seis hectares de terra lavrada que se lhe tenha assignado. A companhia obriga-se a estabelecer uma linha regular de vapores entre Venezuela e Italia, os quaes farão duas viagens ida e volta cada mez entre os dous paizes, tocando em Leghorn, Genoa, Barcelona, Teneriffe, Trindade, La Guayra e Puerto Cabello. Estes vapores podem tambem tocar em outros portos, á sua opção, e devem transportar as malas e volumes postaes entre aquelles portos, sem remuneração alguma do Governo. A companhia terá o direito de estabelecer commercio de cabotagem entre quaesquer portos da Republica.

O Sr. DOTTI obriga-se a estabelecer dentro de tres annos, um banco com um capital subscripto de não menos de 20,000,000 bolivares, dos quaes 25 por cento terá de ser em effectivo, como fundo de garantia. O banco empregará seu capital em emprestimos aos colonos, para o adiantamento de agricultura e a criação de gado. Este banco terá duas funcções; além de banco hypothecario, será banco de emissão e desconto. A secção de emissão e desconto, poderá emittir bilhetes até 50 por cento de seu capital, e o banco hypothecario não poderá cobrar um juro maior de 7 por cento em seus emprestimos. Os reembolsos serão feitos a prazos convenientes aos devedores.

O contracto contem muitas outras estipulações, mas as anteriores são as principaes.

VIA FERREA DE CABO AEREO.

O Consul PLUMACHER communica de Maracaibo, em data de 6 de Janeiro de 1898, que o Governo de Venezuela celebrou um contracto com o Dr. Don JORGE VALBUENA para a construcção de uma via ferrea de cabo aereo de aço, com destino ao transporte de mercadorias, madeira, animaes, etc. O contracto estipula um cabo desde o valle de Tovar (secção de Mérida), no Estado de Los Angeles, até o porto de Escalante, no Rio Escalante, e outro cabo desde a cidade de Mérida, ou outro ponto d'aquella secção, até um dos portos do districto de Sucre no Lago Maracaibo, Estado de Zulia, ou até Santa Bárbara no Rio Escalante.

Estipulam-se no contracto a seguridade e rapidez do serviço, e o concessionario assume toda a responsabilidade do transporte de mercadorias. O transporte das malas do Governo será gratuito e as cargas e volumes postaes do governo pagarão 15 por cento dos preços ordinarios. A tarifa dos fretes será fixada por accordo entre os concessionarios e o Governo, e não excederá de 6 centavos por kilogramma. Os trabalhos deverão começar dentro de um anno a contar da data da approvação do contracto pelo Congresso e 20 kilometros devem ser concluidos cada anno. O contractante pode escolher a força motriz que deseje empregar, e pode estabelecer para o uso exclusivo da empreza, linhas telegraphicas e telephonicas entre os pontos atravessados pelo cabo. O contracto é por cincoenta annos, e ao fim deste prazo a obra passará a ser propriedade do Governo. A concessão pode transferir-se a uma companhia estrangeira, com a permissão do Governo. O serviço fica isento de toda contribuição nacional.

NOVOS CONTRACTOS PARA A CONSTRUCÇÃO DE ESTRADAS DE FERRO.

ESTRADA DE FERRO DE PERICO A CRUCERO.

O Consul PLUMACHER communica de Maracaibo á Secretaria de Estado, em data de 8 de Março de 1898, que o Governo venezuelano celebrou um contracto com o General CUSTODIO MILANO e associados, para a construcção de uma estrada de ferro entre os portos de Perico e Crucero, situados na margem direita do Rio Orinoco no territorio federal do Amazonas.

Segundo as estipulações do contracto, pode-se empregar vapor ou electricidade como força motriz; a bitola da linha será de 2 pés e cinco pollegadas, com um radio minimo de 99 pés e 3 pollegadas, e pendentes que não excedam de 3 por cento. Os trabalhos de construcção deverão começar dentro de um anno a contar da data da approvação do contracto pelo Congresso, e deverão ser terminados dentro de tres annos a contar da mesma data.

Conceder-se-ha aos concessionarios o tempo que tenham perdido por causas imprevistas ou *force majeure*. O Governo declara esta estrada de ferro de utilidade publica e concede uma subvenção de 20,000 bolivares por cada kilometro de linha construida. Concede-se aos concessionarios o direito de introduzir livres pelas alfandegas todos os materiaes, instrumentos, machinas e os demais utensilios necessarios para a construcção, conservação e exploração da linha. Tambem entrará livre de direitos o material necessario para a construcção das linhas telegraphicas e telephonicas de que tenha de servir-se a companhia.

O Governo reserva o direito de fixar as tarifas de frete e passageiros. Os concessionarios obrigam-se a transportar gratuitamente a correspondencia do Governo, as tropas e empregados publicos ao serviço do Governo e as mercadorias do Governo pagarão sómente a metade dos preços de tarifa.

A concessão poderá ser transferida a qualquer companhia nacional ou estrangeira ao obter previamente permissão do governo, mas em nenhum caso poderá ser transferida a um governo estrangeiro. Ao fim do prazo de noventa e nove annos, a estrada de ferro, com todas suas dependencias, passará a ser propriedade do Governo nacional e deverá ser em bom estado de conservação.

ESTRADA DE FERRO DE LOS TEQUES A CUA.

O Consul PLUMACHER communica á Secretaria de Estado em data de 12 de Fevereiro, que o Governo de Venezuela tem celebrado um contracto com o Sr. FRANCISCO E. RIVERO e outros, para a construcção de uma estrada de ferro no Estado de Miranda, entre Los Teques e Cua. As condições deste contracto são identicas ás do contracto para a estrada de ferro já mencionada de Perico a Crucero, com a differença de que o artigo 8 daquelle contracto

concede aos concessionarios o direito de construir um funicular em um ponto da linha, que não excederá de dous kilometros e deverá contar com todos osapparelhos modernos que garantam sua segurança.

EXPORTAÇÕES DE NEW YORK PARA VENEZUELA.

A seguinte tabella extrahida de dados subministrados por Don ANTONIO E. DELFINO, Consul-Geral de Venezuela junto a New York, dá um resumo geral das mercadorias que se exportaram dos portos de New York para os portos de Venezuela, durante o anno de 1897:

Portos.	Fardos.	Kilos.	Valor.
La Guaira	310, 513	18, 709, 410	\$1, 354, 308. 76
Puerto Cabello.....	166, 694	7, 087, 263	570, 666. 91
Maracaibo.	101, 293	6, 156, 558	650, 331. 00
Ciudad Bolivar	77, 120	3, 458, 644	280, 172, 96
La Vela de Coro	45, 033	2, 036, 703	111, 883. 95
Carúpano	19, 065	852, 058	74, 618. 24
Cuanta.....	5, 106	270, 710	21, 417. 46
Cimaná	3, 781	205, 561	17, 513. 56
Caño Colorado	1, 788	107, 341	6, 873. 00
Maturín	363	31, 715	2, 553. 35
Guiría.....	347	16, 784	1, 326. 00
Maracaibo-Oro	18	151	91, 351. 67
Total.....	731, 121	38, 932, 898	3, 183, 016. 86

As ditas mercadorias foram transportadas em 110 navios, da nacionalidade seguinte:

	Vapores.	Navios á vela.
Americanos.....	48	11
Hollandezes.....	18	.....
Inglezes	17	3
Hespanhóes.....	10	.....
Francezes.....	3	.....

NOTA.—Na tabella supra dão-se os valores na moeda dos Estados Unidos.

LINHA DE CABO

O Sr. E. H. PLUMACHER, Consul dos Estados Unidos em Maracaibo, communica á Secretaria de Estado que o Sr. EDWARD RAUBER, cidadão francez, residente em Caracas, obteve do Governo uma concessão para estabelecer e funcionar uma linha de cabo de

aço, destinada ao transporte de mercadorias e fructas entre as cidades de Valencia, capital do Estado de Carabobo, e Nirgua, capital do districto de Nirgua, no mesmo Estado e pontos intermedios. Segundo o contracto, o Sr. RAUBER fica tambem autorisado para construir ramaes desta linha a todos os lugares contiguos aos pontos mencionados.

O concessionario obriga-se a começar os trabalhos na primeira secção da linha dentro de seis mezes a contar da data da approvação do contracto pelo Congresso, e a começar os da segunda secção dentro de dez e oito mezes a contar da mesma data. A primeira secção deverá ser aberta ao serviço publico dentro de um anno desde a data do começo dos trabalhos, e a segunda secção dentro de tres annos.

O concessionario e seus successores ou herdeiros podem transferir a concessão a qualquer pessoa ou corporação, seja nacional ou estrangeira, notificando previamente ao governo; mas em nenhum caso poderá ser transferida a concessão a um governo estrangeiro.

NOVO GABINETE.

O novo gabinete foi organizado do modo seguinte :

Ministro do Interior.....	General ZOILO BELLO RODRIGUEZ.
Ministro de Relações Exteriores	General JUAN CALCAÑO MATHIEU.
Ministro da Fazenda.....	General MANUEL ANTONIO MATOS.
Ministro do Credito Publico	Sr. CÁRLOS V. ECHEVERRÍA.
Ministro da Agricultura, Industria, e Com- mercio	General NICOLÁS ROLANDO.
Ministro dos Correios e Telegraphos	Dr. JOSÉ LORETO ARISMENDI.
Ministro das Obras Publicas	Dr. ALBERTO SMITH.
Ministro da Marinha e da Guerra.....	General ANTONIO FERNANDEZ.
Ministro da Instrucção Publica	Dr. BERNARDINO MOSQUERA.
Governador do Districto Federal	General FRANCISCO BATALLA.
Secretario Geral	VICENTE BETANCOURT, A.

AUTORISAÇÃO DO SYSTEMA METRICO NA INGLATERRA.

O “Times” de Londres, em seu numero de 25 de Dezembro de 1897, diz:

O relatorio apresentado pela Junta de Commercio sobre os trabalhos que esta tem levado a cabo sob as leis sobre pesos e medidas de 1878 e 1889, tem sahido

á luz como publicação do Parlamento. Naquelle documento consigna-se que a Junta, em sua última sessão, autorisou o uso no commercio dos pesos e medidas do systema metrico.

Publica-se em todos os numeros do BOLETIM MENSAL, uma tabella dos pesos e medidas do systema metrico, e seus equivalentes nos pesos e medidas em uso nos Estados Unidos.

MUSEUS COMMERCIAES DE PHILADELPHIA.

PRODUCTOS DA AMERICA CENTRAL.

O Dr. GUSTAVE NIEDERLIN, chefe da secção scientifica dos Museus Commerciaes, regressou a Philadelphia depois de uma viagem de oito mezes pelas Republicas da America Central. O Sr. NIEDERLIN visitou os representantes dos varios governos, os quaes fizeram tudo quanto fôr possivel para auxilial-os em seu proposito de conseguir dados commerciaes. Elle estabeleceu tambem algumas associações que serão de grande utilidade para os Museus. Em Salvador se fizeram arranjos pelos quaes os agentes do Governo remetterão a Philadelphia productos classificados, e duplicados dos mesmos serão enviados pelos Museus, a outras instituições semelhantes que desejem possuil-os.

Como um serviço reciproco, os Museus accordam em remetter a Salvador duplicados procedentes de outros paizes, á custa do Governo de Salvador. O Sr. NIEDERLIN, durante sua viagem, teve occasião de communicar-se com todos os membros do conselho international dos Museus, o qual assistiu á reunião que se celebrou em Philadelphia, no mez de Junho ultimo. O "Traffic," periodico que se publica em Philadelphia, diz que o Sr. NIEDERLIN recebeu destes senhores expressões da maior sympathia a respeito dos Estados Unidos, e que expressaram o desejo de promover as relações commerciaes com este paiz. Os Estados Unidos tem feito um numero consideravel de transacções commerciaes, por intermedio destes delegados, e as impressões que estes receberam durante sua residencia aqui, têm resultado em um interesse geral na reunião que terá de ser celebrada no proximo anno.

ESTADOS DA AMERICA CENTRAL E DO SUL.

RIQUEZAS MINERAES.

Um opusculo recentemente publicado pela “Orinoco Company, Limited,” contem um interessante relatorio sobre os mineraes de ferro da America do Sul. Ainda que se reconheça em geral, que a America Central e do Sul é rica em ferro e carvão de pedra, sabe-se muito pouco acerca destes mineraes. Não é improvavel, portanto, que em futuro proximo os mencionados productos occupem um lugar importante entre as exportações do paiz. Em Colombia, têm-se encontrado grandes depositos de hematite vermelha e cõr de castanha, assim como tambem ferro magnetico. Nas montanhas de Santa Maria ha um grande deposito deste ultimo mineral, e não longe daquellas se encontram depositos de pedra de cal e carvão de pedra. Segundo os ultimos relatorios recebidos de Venezuela, se está trabalhando com grande actividade nos depositos de mineral de Bessemer, em Santa Catalina. Estes depositos têm duas e meia milhas de comprimento e meia milha de largura. O terreno em que está situado o mineral inclina-se gradualmente até o rio, e os navios podem carregar a qualquer profundidade. A “Orinoco Company,” que é proprietaria destes depositos, diz que a quantidade média de ferro que o mineral contem é de 67 por cento, enquanto que a quantidade de phosphoro é tão escassa em algumas analyses, que apenas deixa um ligeiro vestigio e sua média não é muito maior de 2 por cento.

Além deste deposito, ha outros grandes nas montanhas de Imataca; mas não se tem publicado ainda nenhum relatorio a respeito de sua extensão e qualidade.

COMMUNICAÇÃO POR VAPOR ENTRE NEW YORK, PORTOS DO BRAZIL, MONTEVIDEO E BUENOS AIRES.

O Secretario da Legação dos Estados Unidos em Buenos Aires, o Sr. FRANCIS S. JONES, remetteu á Secretaria de Estado um extenso relatorio sobre o commercio e as communicações por vapor entre os Estados Unidos e a costa do Atlantico da America do Sul, no qual faz indicações e apresenta argumentos em favor do estabelecimento de uma linha americana de vapores que viaje entre os portos destes paizes.

Nos ultimos annos, as mudanças que têm occorrido, e que se devem em sua maior parte á politica aduaneira dos dous paizes, têm impedido que houvesse qualquer augmento permanente nas relações de commercio entre a Republica Argentina e os Estados Unidos. Não obstante estas circumstancias, nosso commercio com aquelle paiz tem augmentado gradualmente, como o demonstra a tabella seguinte :

Anno.	Exportação dos Estados Unidos para a Republica Argentina.	Importação nos Estados Unidos da Republica Argentina.
1892	\$2, 927, 488	\$5, 343, 798
1893	4, 979, 696	5, 239, 095
1894	4, 862, 746	3, 497, 030
1895	4, 456, 163	7, 675, 270
1896	5, 979, 046	9, 313, 385
1897	6, 072, 478	10, 772, 627

Ver-se-ha que o commercio combinado entre os Estados Unidos e a Republica Argentina em 1897, montou a \$16,845,105, mostrando um augmento de \$8,573,819, sobre o commercio combinado de ambos paizes em 1892. O volume das transacções mercantis dos Estados Unidos com o Uruguay e o Brazil tem-se mantido mais estacionario; todavia, é tão consideravel, especialmente no que se refere ao Brazil, que para poder estudar bem o assumpto, é necessario mencionall-o.

Commercio dos Estados Unidos com o Uruguay e o Brazil.

Anno.	Uruguay.		Brazil.	
	Exportação para.	Importação de.	Exportação para.	Importação de.
1892	\$939, 030	\$2, 480, 890	\$14, 291, 873	\$118, 633, 604
1893	960, 606	1, 623, 380	12, 388, 124	76, 222, 138
1894	1, 415, 171	1, 419, 573	13, 866, 006	79, 360, 159
1895	1, 262, 001	2, 699, 648	15, 165, 070	78, 831, 476
1896	1, 481, 200	3, 242, 428	14, 258, 187	71, 060, 046
Commercio britannico (1896)	5, 407, 678	1, 568, 354	32, 430, 376	19, 727, 151

A notavel diminuição nas importações do Brazil em 1893 se deveu em grande parte á revolta naval que teve lugar neste anno e ás consequencias que trouxe. É de admirar-se, si se tomar em consideração o volume deste commercio na actualidade, que uma companhia americana de transportes não tenha-se esforçado para fazer concurrencia para elle.

As linhas de vapores “Norton” e “Prince,” ambas emprezas inglezas, são as unicas que fazem viagens regulares entre New York e Buenos Aires. A linha “Norton” faz viagens directas bimensaes de New York a Montevideo e Buenos Aires, mas não toca em portos do Brazil em sua viagem de ida. Os vapores da linha “Prince,” que são de carga, com alojamento para um numero limitado de passageiros, fazem duas viagens por mez entre os pontos acima mencionados, tocando em sua viagem de volta em Santos, Rio, Bahia, e Pernambuco. O mais rapido destes vapores emprega vinte e oito dias na viagem.

A companhia chamada “Lamport & Holt,” tambem ingleza, tem um vapor de carga que faz o serviço uma vez por mez entre New York e Buenos Aires. Os vapores regulares de passageiros desta linha não descem ao sul do Rio de Janeiro, e transferem os passageiros que vão a Buenos Aires para os vapores das varias linhas europeas que fazem escala em Rio, em viagem para Buenos Aires. Além destes vapores, ha um serviço de vapores, tres vezes por mez, entre New York e Pará. A capacidade de carga destes ultimos vapores é de 1,500 a 2,000 toneladas, que a vezes não é bastante, e, por conseguinte, a carga tem de ser deixada no molhe, retardando-se assim sua entrega em dez dias.

Os vapores da linha “Lamport & Holt” empregam de vinte-dous a vinte-tres dias, pela média, para fazer a viagem entre New York e Rio. Acrescentem-se a isto os quatro dias de viagem do Rio de Janeiro a Buenos Aires pelos vapores mais rapidos que tocam naquelle porto procedentes da Europa e resulta que o

tempo total que se emprega, sem contar com a demora que pode haver ao fazer a connexão no Rio de Janeiro, é de vinte-sete a vinte-oito dias, entre New York e Buenos Aires. * * *

Os preços do carvão (em ouro) e os portos mais apropriados para tomar o combustível se encontram na tabella seguinte, cujos dados foram tomados de um relatório official acerca de estações de carvão, feito por um dos navios de guerra dos Estados Unidos no anno de 1897:

Logar.	Classe de carvão.	Custo.	Facilidades para tomar carvão.
Bermuda	Pocahontas	\$7. 14	Boas; lanchas.
Santa Lucia	do	4. 32	Excellentes; molhe.
Barbada	Cardiff	6. 09	Boas; lanchas.
Pernambuco	do	8. 88	Boas; lanchas dentro do quebra-mar.
Rio de Janeiro	Welsh	9. 73	Boas; lanchas.
Buenos Aires	Cardiff	7. 50	Boas; molhe.

Ainda que os preços do carvão fluctuam nestes portos, os algarismos mencionados podem ser considerados como a média dos preços vigentes nos ultimos annos.

Os artigos que se exportam dos Estados Unidos para o Brazil, Uruguay e a Republica Argentina são madeiras, machinas para a agricultura, kerosene, e mercadorias em geral, como ferragens, ferro, instrumentos, ganchos e pannos de algodão.

As importações principaes do Brazil são café, assucar, e borraça; do Uruguay, couros e lã; e da Republica Argentina, couros, lã, linhaça, pello e assucar.

Os fretes dos principaes artigos de exportação e importação são:

	Artigo.	A razão de.
Buenos Aires a New York	Em geral	\$5 por tonelada e \$4 por 40 pés cubicos.
Rio de Janeiro a New York	Café	35 centavos por sacco.
Bahia a New York	do	Do.
Do	Assucar	\$3.65 por tonelada.
Pernambuco a New York	do	\$2.40 a \$3.65 por tonelada.
Pará a New York	Borracha	\$8 por tonelada; 25 centavos por pé cubico.
New York a Pernambuco	Em geral	30 centavos por pé cubico e 10 por cento prima.
New York a Bahia	do	41 centavos por pé cubico e 10 por cento prima.
New York a Rio de Janeiro	do	30 centavos por pé cubico e 10 por cento prima.

O valor das importações e exportações directas entre New York, o Brazil, o Uruguay e a Republica Argentina, durante os annos fiscaes de 1895 e 1896, foi como se segue :

Paizes.	New York.			
	1895.		1896.	
	Importações.	Exportações.	Importações.	Exportações.
Brazil.....	\$69, 298, 288	\$11, 091, 495	\$63, 712, 131	\$10, 674, 519
Uruguay.....	2, 572, 254	1, 020, 958	2, 759, 933	1, 162, 928
Republica Argentina...	4, 127, 597	3, 780, 110	5, 135, 419	4, 574, 328
Total	75, 998, 139	15, 881, 563	71, 607, 413	16, 411, 775

O Sr. JONES cita o facto de que o commercio total entre New York, o Brazil, o Uruguay e a Republica Argentina, montou em 1895-96, a \$103,013,339, levado em 184 navios de vela, cuja tonelagem total foi de 116,558 toneladas, e 331 navios de vapor com uma tonelagem total de 470,941 toneladas. Destes navios de vela só 71 eram de nacionalidade americana, representando uma tonelagem de 48,724 toneladas; entre os vapores não houve um só que levasse bandeira americana.

Ainda que as linhas de vapores de “Lamport & Holt,” “Norton” e “Prince,” não recebam uma subvenção, segundo o relatorio mencionado, estão em condição muito prospera, e dizem que seus dividendos annuaes são de 15 a 20 por cento.

A deducção logica dos factos e os algarismos apresentados pelo Sr. JONES é que não sómente ha necessidade de estabelecer uma linha de vapores sob a bandeira dos Estados Unidos, mas que esta é a oportunidade de fazel-o. O relatorio mencionado indica o tamanho e a velocidade dos navios necessarios para este serviço; assim como o caminho, as estações para tomar carvão e os postos onde devem fazer escala.

A lei dos Estados Unidos relativa á compensação pelo transporte de seus correios é como segue :

Em cumprimento da secção 3 da lei approvada em 3 de Março de 1891, o Governo dos Estados Unidos concede a qualquer companhia americana de vapores que se estabelecer, a quantia de \$2 por milha por cada viagem de ida conduzindo a mala dos Estados Unidos, com a condição de que :

(1) Seus vapores tenham sido construidos nos Estados Unidos.

(2) Sua construcção seja de ferro ou de aço.

(3) Sejam construídos de modo que possam ser convertidos em cruzadores auxiliares em tempo de guerra.

(4) Sejam capazes de manter uma velocidade de 16 nós por hora em circumstancias ordinarias.

(5) Tenham uma tonelagem bruta registrada, de não menos de 5,000 toneladas.

Em conformidade com uma clausula identica da mesma lei, organisou se, creceu e chegou a occupar o primeiro lugar entre as grandes linhas de vapores que hoje unem a Europa com os Estados Unidos, a empresa conhecida com o nome da "International Navigation Company."

COMMERCIO MISCELLANEO.

REPUBLICA ARGENTINA.

Industria da Fabricação de Manteiga e Queijo.

Um relatorio official sobre a Republica Argentina diz que a industria da fabricação de manteiga está chegando a adquirir grandes proporções. A exportação annual deste artigo monta na actualidade a 15,000 caixas, emquanto que ha poucos annos quasi toda a manteiga era importada. Uma companhia ingleza comprou uma fabrica que já estava estabelecida em Tandil, na provincia de Buenos Aires, e espera augmentar em grande quantidade sua producção. Encontram-se o leite e a nata em abundancia e, sem duvida, a empresa terá um bom exito. O queijo fabricado no paiz tem feito desapparecer gradualmente o artigo importado.

Iluminação Electrica em Buenos Aires.

A municipalidade de Buenos Aires celebrou um contracto com a Companhia Geral de Electricidade daquela cidade para a illuminação das ruas a luz electrica. Como principio da obra, estabelecer-se-hão 300 lampadas de oito amperes. Os preços que se pagarão são os seguintes: por 120 lampadas, accendidas toda a noite, \$27 por cada uma; por 180 lampadas accendidas até a 1 a. m. \$20.25, por cada uma. Por este arranjo, supprimir-se-hão 990 lampadas de gaz que agora custam \$7 cada uma. O primeiro contracto será sómente por um anno, até o governo da cidade dê autorização para estendel-o por mais tempo.

Exportação de Gado em Fé.

O "Butchers' Advocate," de 30 de Março de 1898, que se publica em Chicago e New York, diz que a Agencia Anglo-Argentina de gado de Buenos Aires tem estabelecido uma linha de vapores para o transporte de gado entre aquella cidade e a Inglaterra. Estes vapores são de seis mil toneladas e cada um carregará seis centas cabeças de gado e dous mil carneiros. Têm um completo equipamento e todo o necessario para facilitar o transporte de gado. Espera-se que os exportadores poderão exportar agora gado da Republica Argentina para a Inglaterra, em condição propria para fazer concurrencia com o gado dos Estados Unidos e do Canadá.

Periodicos.

O Sr. DON FRANCISCO LATZINA, Director Geral de Estatísticas, dá os seguintes dados relativos ao numero de periodicos que se publicam na Republica Argentina. O numero total é de 472, dos quaes 64 são diarios; 16 são publicados de tres em tres semanas; 44 cada duas semanas; 191 semanaes; 4 que saem cada dez dias; 55 cada quinze dias; 64 mensaes, 2 trimensaes, 11 annuaes; 13 a intervallos irregulares, e 8 a respeito dos quaes não se consignam dados. Dos 472 periodicos, 8 se publicam em inglez, 8 em allemão, 8 em francez, 22 em italiano, 1 em dinamarquez, e os 425 restantes em hespanhol. Destes ultimos, 413 são da propriedade de cidadãos da Republica Argentina, e 12 são da propriedade de hespanhões.

BRAZIL.

Introdução de Carros Postaes.

O Brazil adoptou recentemente a innovação americana que consiste no uso de carros de estrada de ferro, especiaes, para o serviço de Correios. A Estrada de Ferro Central do Brazil, que é propriedade do Governo, deu ordens á companhia denominada "Wason Car Company" de Springfield, Massachusetts, para a construcção de seis carros postaes. No pedido se especificou que os carros deviam ser construidos tomando por padrão os carros postaes americanos, mas se recommendou que se empregasse para o acabado interior e exterior dos carros, o mogno, madeira esta que os Brasileiros preferem á madeira branca, que é a que geralmente se emprega. Usáram-se os antigos engates inglezas e se deram aos carros as devidas dimensões para ajustal-os á bitola de cinco pés que se usa no Brazil. Tambem foi despachada recentemente uma factura de carros de passageiros para a mesma linha.

CHILE.

Estabelecimento de Luz Electrica em Punta Arenas.

Diz a "Electric Review" que os trabalhos de installação de uma planta electrica para a illuminação em Punta Arenas, Chile, no Estreito de Magalhães, estão chegando rapidamente á sua conclusão. As machinas foram embarcadas de New York, e os edificios estão já promptos para a installação destas.

MEXICO.

Estrada de Ferro de Coahuila.

O "Modern Mexico," que se publica nas cidades de Mexico e St. Louis, diz que já foi feita a concessão da Estrada de Ferro Central de Coahuila, a projectada linha de bitola ordinaria entre Saltillo e Trevino. Já se fizeram os estudos preliminares e se têm comprado os trilhos de aço. Começou-se a construcção da linha o primeiro de Abril. A estrada terá noventa kilometros de comprimento e porá Saltillo em communicação com as principaes linhas da Republica e dos Estados Unidos. Além da construcção e equipamento da linha, a Companhia obriga-se a estabelecer um hotel moderno o qual, uma vez terminada a construcção da linha, contribuirá grandemente á importancia de Saltillo. Saltillo é já proeminente como cidade

manufatureira; conta com grandes moinhos de farinha, e fabricas de sabão, de oleo de semente de algodão e de generos de algodão. Está illuminada á luz electrica, tem um bom serviço de tramvias e outras evidencias do espirito de empreza e crescimento.

**Industria de Canna de
Assucar.**

A producção da canna de assucar não tem no Mexico as proporções que poderia ter, e relativamente fallando, pode-se dizer, que esta industria ainda está em sua infancia. Em um artigo publicado recentemente no "Modern Mexico," e escripto pelo Sr. J. YORBA, perito em terras e conhecedor dos recursos do Mexico, elle falla das vantagens do paiz para o cultivo deste producto e da importancia provavel deste cultivo no futuro. A canna de assucar cresce e se cultiva em todo o Mexico, com excepção do Districto Federal e do Estado de Tlaxacala. A industria, em alguns districtos, não tem tido ainda exito commercial. Talvez a principal razão por que os engenhos mexicanos não bastam a cobrir a demanda, é o facto de que uma grande parte da area propria para o cultivo da canna de assucar, ainda não tem sido explorada, mas espera a empreza e capital estrangeiros. Pouco são os plantadores mexicanos que prestam alguma attenção para a qualidade do solo, quando isto é um dos pontos mais essenciaes para obter bons resultados economicos.

O Cultivo do Café.

O Istmo de Tehuantepec, que ha poucos annos era quasi desconhecido, promette ser um dos melhores districtos do continente norteamericano para o cultivo do café. O dito Istmo conta com excepçionaes vantagens respeito á qualidade e importancia das colheitas, assim como no tocante ao solo, transporte, clima, e outras condições essenciaes ao bom exito no cultivo do café. O café pode ser cultivado aqui a um preço muito baixo, e o grão é de excellente qualidade e obtem bom preço.

**Exploração dos Depositos de
Guano no Golfo do Mexico.**

O Governo mexicano, por intermedio do Senhor LEAL, Ministro do Fomento, celebrou recentemente um contracto com os Senhores LUIS ROSSI e EDUARDO CHESIO para a exploração dos depositos de guano das ilhas desertas do Golfo do Mexico, que estão situadas perto das costas de Campeche e Yucatan. O contracto foi feito por um periodo de dez annos e comprehende a exploração das ilhas de Alacranes, Arcas, Arenas, Bermeja, Banco Nuevo, Can Can, Contoy, Desertora, Besterradora, Holhose Obispo, Pajaros, etc.; assim como tambem os baixios em frente ao cabo Catoche. O concessionario pagará ao Governo 75 centavos por tonelada de guano tirado e os direitos de exportação prescriptos pela tarifa. Os Senhores ROSSI e CHESIO deverão começar os trabalhos de exploração dentro de seis mezes depois de firmado o contracto e os trabalhos de excavação dentro dos seis mezes subseqüentes.

**Poços Artesianos e Moinhos
de Vento.**

Durante os ultimos annos um grande numero de cidadãos americanos tem immigrado para o Mexico, onde se tem estabelecido em varias industrias, especialmente a agricola. A falta d'agua tem sido uma grande desvantagem para seu desenvolvimento em annos anteriores; hoje se tem vencido esta difficuldade com a introducção no paiz de poços artesianos e moinhos de vento. Abriu-se, ha pouco, um poço na praça da cidade de Leon, Estado de Guanajuato, que á profundidade de 700 pés deu um esplendido fluxo d'agua. O exito da empreza foi muito noticiado e tem chamado a attenção

para este methodo de obter agua. Provavelmente dará como resultado a introdução de moinhos de vento para fazer trabalhar os poços artesianos e obter assim agua potavel e para a irrigação.

Inauguração de uma Estrada de Ferro Electrica. Acaba-se de concluir no Mexico a primeira estrada de ferro electrica, que se estende desde Jalapa, capital do Estado de Vera Cruz, até Teocelo. A linha será aberta ao trafico em geral dentro de poucos dias, e se espera que o Presidente da Republica tomará parte na cerimonia da inauguração da dita empreza.

URUGUAY.

Obras de Melhoramento no Porto de Montevideo. O Sr. SWALM, Consul dos Estados Unidos em Montevideo, communica á Secretaria de Estado em data de 24 de Fevereiro, que se estão fazendo preparativos para começar definitivamente os trabalhos de melhoramento do porto de Montevideo. Como se tem dito repetidas vezes no BOLETIM MENSAL, já foram submettidos ao Governo os planos para levar a cabo esta obra, entre os quaes se contam alguns dos Estados Unidos. O Consul SWALM diz que os ditos planos serão examinados de novo e logo que se fizer a selecção, começar-se-hão os trabalhos de profunder o porto e construir o quebramar. A obra custará de \$7,000,000 a \$15,000,000. Chama-se a attenção dos contractantes dos Estados Unidos para a empreza.

VENEZUELA.

Importações para Março de 1898. Um relatorio official, ultimamente remittido a esta Secretaria, mostra que o total das importações em Venezuela procedentes do porto de New York, em Março de 1898, montou a \$326,519, e desta quantia \$67,500 foram em moeda de ouro e o resto em mercadorias de character geral. No mesmo mez do anno anterior, a importação total de ouro cunhado proveniente do mesmo porto, foi de \$4,911, o que mostra um augmento de \$62,588 em favor do mez de Março de 1898. A importação de mercadorias em Março de 1897 alcançou um valor de \$290,615, o que comparado com o do mez correspondente de 1898, mostra um balanço de \$31,596, em favor do mez de Março de 1897. Estes algarismos mostram um resultado geral em favor de Março de 1898, na quantia de \$30,992.

Fabricas de Distillação em Caracas e Puerto Cabello. Esta Secretaria tem informação de que o representante de Monopolio de Whisky já partiu para Venezuela, para dirigir alli a construcção de duas novas fabricas de distillação, que se estabelecerão em Caracas e Puerto Cabello, ao custo de \$1,000,000 approximadamente. As machinas estão promptas para ser despachadas e espera-se que as fabricas estejam funcçãoando no curso deste anno. Os elevadores terão uma capacidade de 20,000 alqueires de grãos e as duas fabricas de distillação produzirão 3,500 alqueires de grão preparado, ou 16,000 galões diarios de alcool e bebidas espirituosas. As fabricas serão construidas segundo a concessão feita pelo Governo de Venezuela, que dá ao concessionario o direito de importar, livres de direito, os materiaes necessarios, exonerando de todo imposto os pro-

ductos pelo prazo de seis annos. Os direitos actuaes sobre alchool são \$2 por galão de prova. As aguardentes para bebidas espirituosas se fabricam em Venezuela de fructas e canna de assucar, ou se importam da Europa.

Aos Embarcadores. Chamamos a attenção dos embarcadores ao seguinte decreto promulgado recentemente pelo Sr. MANUEL A. MATOS, Ministro da Fazenda dos Estados Unidos de Venezuela, cuja falta de observancia pode causar difficuldades aos importadores no despacho de suas mercadorias: Tendo o Governo necessidade de conhecer, á chegada dos navios procedentes do estrangeiro, o conteudo das facturas consulares correspondentes a seus respectivos carregamentos, sem ter de esperar que o Ministerio da Fazenda receba o exemplar das ditas facturas que devem remetter os consules por outro navio immediato, o Presidente da Republica decreta que: “a contar do 1º de Abril de 1898, os importadores de mercadorias estrangeiras apresentem á Alfandega, juntamente com seus manifestos de importação, as respectivas facturas consulares, assim como uma copia simples dellas, a qual a Alfandega remetterá ao Ministerio da Fazenda com uma nota declarando que a dita copia está conforme ao original, ao mais seis dias depois da chegada do navio.”

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RELATIONS COMMERCIALES.—XI.*

RESSOURCES INTÉRIEURES DE LA PARTIE SEPTENTRIONALE DE L'AMÉRIQUE DU SUD.

Comme on a considéré les ressources territoriales des Antilles dans le BULLETIN MENSUEL du mois d'avril, il est tout naturel d'étudier les ressources des contrées qui composent la partie septentrionale de l'Amérique du Sud, c'est-à-dire, les Républiques de Colombie et du Venezuela, les possessions européennes dans la Guyane, l'île hollandaise de Curaçao et la colonie anglaise de la Trinité.

Puisque l'Isthme de Panama, au point de vue géographique, réunit l'Amérique du Centre à l'Amérique du Sud, la République de Colombie, avec son immense côte maritime du nord sur l'Atlantique, celle de l'ouest baignée par l'Océan Pacifique, ses ports de Colon et de Panama, situés sur les deux océans, mérite une considération toute spéciale. La population de la Colombie, de même que de la plupart des contrées de l'Amérique Espagnole, n'est pas proportionnée à son étendue territoriale. Riche en pro-

* Le premier article de cette série, traité par le Directeur, feu JOSEPH P. SMITH, a été publié dans le BULLETIN MENSUEL pour le mois de juillet 1897. La série sera continuée par différents collaborateurs sur les bases établies par M. SMITH.

ductions agricoles et minérales, son commerce d'exportation se borne entièrement à l'échange de celles-ci contre les articles fabriqués qu'elle reçoit principalement de la France, de l'Angleterre, des Etats-Unis, de l'Allemagne, de l'Espagne et de l'Italie.

Malgré l'état montagneux du pays, qui empêche le développement des communications avec l'intérieur, la Colombie a réussi à établir la navigation fluviale, principalement dans le fleuve Magdalena. Elle a construit aussi plusieurs lignes de chemins de fer actuellement en opération, telles que le chemin de fer allant de Colon à Panama, reliant l'Océan Atlantique à l'Océan Pacifique sur une longueur de 47 milles; le chemin de fer de Santa Marta à Sabanilla, appelé Puerto Colombia, d'une longueur de 46 milles et qui sera prolongé jusqu'à Heredia, sur la Magdalena; celui de Barranquilla à Sabanilla, distance de 16 milles; celui de Cartagena à Calamar, 65 milles; le chemin de fer de Cauca, allant de Buenaventura à San José, ayant 21 milles de longueur et que l'on se propose de prolonger jusqu'à Cali sur une distance de 64 milles; la ligne d'Antioquia, de Puerto Barrios à Monos, sur une distance de 32 milles et que l'on prolongera jusqu'à Medellin, ou 91 milles; celle de Yeguas à Honda, distance de 15 milles et qui sera continuée jusqu'à La Maria, distance de 7 milles; le chemin de fer de Sabana, s'étendant de Facatativá à Bogotá, ou 24 milles; la ligne de Girardot, allant de ce point à Juntas de Apula, distance de 24 milles, qu'on prolongera à Madrid, situé à 48 milles plus loin; la ligne de Cucuta, allant de cette ville à Puerto Villa Mizar, situé sur la rivière Zulia, distance de 34 milles, qu'on prolongera, on l'espère, jusqu'à la frontière du Venezuela; et le chemin de fer du Nord, allant de Bogotá à Zipaquirá sur une distance de 31 milles. Parmi ces lignes, celles de Cartagena, de Panama et de Cauca appartiennent à des Américains des Etats-Unis; les lignes du Nord et de Girardot appartiennent au Gouvernement; la ligne d'Antioquia appartient au Département de ce nom; les chemins de fer de Sabaná et de Cucuta appartiennent à des Colombiens et les autres à des Anglais.

Les principaux ports de la République sur l'Atlantique sont: Rio Hacha, Santa Marta, Sabanilla ou Puerto Colombie et Cartagena; sur le Pacifique, Buenaventura et Tumaco; et sur l'Isthme, Colon et Panama. Ces derniers sont des ports libres et

c'est par lesquels se fait la plus grande partie du commerce de la côte est des États-Unis avec la côte ouest de l'Amérique du Centre et du Sud. Les lignes suivantes de vapeurs s'arrêtent aux ports de la Colombie : à Colon, la ligne Panama Railroad Steamship, de New York, la Royal Mail, la Compagnie Générale Transatlantique, la West Indies and Pacific et la Harrison qui touchent à la Nouvelle Orléans; la Hamburg American, la Transatlántica Española, de New York, et la Veloce. Les vapeurs de la South American Steamship Co., de la North American Navigation Company et de la Pacific Mail Steamship Co., font escale à Panama; les deux premières font le service entre Panama et la côte Pacifique de l'Amérique du Sud, et les autres font le service entre San Francisco, Californie et Panama, avec escale aux ports du Mexique et de l'Amérique Centrale. Les lignes suivantes vont à d'autres ports : La Barranquilla Steamship Company, fait le service entre New York et Barranquilla et revient via Cartagena; la ligne Atlas, qui fait le service entre New York et Sabanilla, fait escale à Cartagena dans ses voyages de retour; la West Indian and Pacific, qui fait le service entre Liverpool et Puerto Colombie, et de là à la Nouvelle Orléans, via Colon et Cartagena; la ligne Harrison qui suit le même itinéraire; la Transatlántica Española, allant de New York à Puerto Colombie, avec escale à Cartagena, Colon et à la Havane; la Campagne Générale Transatlantique, la Royal Mail, la Veloce et la ligne Hamburg American.

Le commerce avec les endroits qui n'ont pas de facilités de chemins de fer, se fait par des routes carrossables et par les sentiers à bêtes de somme, ce que les expéditeurs doivent toujours considérer et ne jamais perdre de vue dans l'emballage de leurs marchandises. Par suite de la nécessité de passer les Andes qui traversent tout le pays, il est facile de comprendre que pour emballer la marchandise il faut tenir compte des facilités de transport; que les marchandises doivent être mises en paquets de peu de volume et de peu de poids, soigneusement emballées pour le transport facile, soit à dos de mulets, soit dans des charrettes.

Les productions principales de la Colombie sont : le café qui croît en abondance et qui est généralement connu sur les marchés américains sous le nom de café de Sabanilla; le cacao, la canne à sucre, les bananes de toutes espèces, le coton, l'indigo, le tabac,

la vanille et les fruits de toutes sortes; des bois de construction et d'ébénisterie, l'ivoire végétale, les bois de teintures, les plantes médicinales et textiles, l'or, l'argent, les émeraudes, le fer, le pétrole et beaucoup d'autres minéraux. Quant aux industries, il en existe très peu qui n'ont qu'une importance locale et elles suffisent à peine à la consommation du pays.

D'après le rapport de M. JOHN BIDLAKE, Consul des Etats-Unis à Barranquilla, le commerce de la Colombie par ce port pour l'année finissant le 31 décembre, a atteint les chiffres suivants :

Importations.....	\$8,870,993
Exportations.....	9,644,398

L'Angleterre occupe le premier rang parmi les nations en rapport d'affaires avec la Colombie; la valeur de ses exportations représente une somme de \$3,396,223. Les Etats-Unis viennent au second rang, avec un chiffre d'exportations de \$1,751,991; l'Allemagne suit de près, avec une exportation de \$1,719,163; puis la France, avec un chiffre de \$1,502,583, et enfin l'Espagne et l'Italie. Les exportations de la Colombie en Europe représentaient une valeur de \$7,286,659, et celles expédiées aux Etats-Unis \$2,357,739. Ces chiffres se rapportent seulement au port de Barranquilla. M. VICTOR VIFQUAIN, Consul des Etats-Unis à Panama, dans un rapport en date du 13 septembre 1896, publié dans les Relations Commerciales des Etats-Unis, 1895-96, dit que la valeur des importations dans le district de Panama, autant qu'il peut juger d'après les données insuffisantes qu'il a sous la main, est d'environ \$2,250,000 par an, aux ports de Panama, de Colon et de Bocas del Toro. Les importations consistent presque entièrement en produits fabriqués. On importe des Etats-Unis toute la farine et tout le bois de charpente. Les Etats-Unis tiennent le premier rang dans la liste des nations qui exportent à l'Isthme; viennent ensuite dans l'ordre ci-après: l'Angleterre, l'Allemagne, la France, la Chine, le Japon, l'Italie et l'Espagne. Dans un rapport supplémentaire en date du 4 décembre 1896, le même Consul envoie plusieurs états statistiques et dit: "L'état relatif au Panama montre qu'environ un tiers des importations provient des Etats-Unis; on peut en dire autant pour Colon, tandis que Bocas del Toro reçoit toutes ses importations des Etats-Unis. Ce dernier port envoie, pour ainsi dire, tous ses produits

aux Etats-Unis; Colon y expédie presque les trois-cinquièmes et Panama la moitié de ses exportations.”

On ne peut calculer les ressources intérieures du Venezuela, et sa position géographique qui le place au centre de la partie septentrionale de l'Amérique du Sud, le rend susceptible d'une manière toute spéciale d'entretenir des relations commerciales plus étroites avec les Etats-Unis. Ses côtes très étendues, ainsi que tous ses ports faisant le commerce extérieur, sont baignés par la Mer des Antilles. Le port principal de la République est La Guaira qui possède un magnifique brise-lames auquel on amorce les navires. Les ports de Puerto Cabello, Maracaïbo, Carupano, Cumana, Guanta, sont tous situés sur le lac Maracaïbo, par lequel se fait le commerce de transit de l'intérieur de la Colombie. La Vela de Coro et Ciudad Bolivar sont situés sur l'Orénoque, le plus grand fleuve du Venezuela et le second comme importance dans l'Amérique du Sud. Ce fleuve est navigable sur une distance de plusieurs milles et communique avec l'Amazone. La Red D Line est la seule ligne nord-américaine engagée dans le commerce entre New York et les ports de l'Amérique du Sud; ses vapeurs partent tous les dix jours de New York pour La Guaira et Puerto Cabello, et font escale à Curaçao. Ces navires servent au transport des voyageurs et des marchandises aux ports précités, où ils font le transbordement pour Maracaïbo et Coro. Un des vapeurs de cette ligne fait le voyage direct une fois par mois, de New York à Maracaïbo et Coro. La ligne Transatlantique Espagnole, partant une fois par mois de New York, fait escale à l'Île de Cuba et continue son voyage pour Puerto Cabello et La Guaira. La ligne hollandaise qui touche aussi aux différents ports des Antilles, va ensuite à La Guiria, à Puerto Cabello, à Carupano, à Cumaná et à Guanto et transporte des marchandises pour Ciudad Bolivar, Caño Colorado et Guaira qui sont réexpédiées à la Trinité. Les autres lignes de vapeurs qui touchent aux ports du Venezuela sont celles de la Compagnie Française Transatlantique: de la Hamburg American; de l'Española Transatlantique; de la Royal Mail et de la Veloce. Les lignes West India and Pacific, Harrison et Prince, après avoir fait escale à la Barbade, à la Trinité, à La Guaira et à Puerto Cabello, s'arrêtant à Curaçao, aux ports colombiens, et au retour touchant souvent à la Nouvelle Orléans.

Les conditions topographiques du Venezuela ont retardé le développement de ses moyens de communication avec l'intérieur. Comme tous les pays traversés par les Andes, les obstacles à surmonter dans le développement du commerce intérieur sont énormes. Le manque de bras et de capitaux d'un côté, et de l'autre la richesse naturelle des contrées situées dans la zone torride, leur fertilité, leurs superficies immenses encore non cultivées et qui sont couvertes de forêts de végétation exubérante, contribueront principalement au progrès lent jusqu'à l'augmentation de la population, entraînant des besoins jusqu'ici inconnus. Malgré ces conditions, qui sont ressenties dans presque toute l'Amérique du Sud, le Venezuela a actuellement en exploitation les chemins de fer suivants : La ligne allant de La Guaira à Caracas, un des plus importants travaux d'art qui ait jamais été accompli dans l'Amérique Espagnole : cette ligne relie la capitale au principal port de la République ; la ligne "Gran Ferrocarril de Venezuela," partant de la capitale et traversant les riches vallées d'Aragua, finit à Valencia, capitale de l'Etat de Carabobo, où elle se relie au chemin de fer allant de Valencia à Puerto Cabello qui est mis en communication avec ce port. Le chemin de fer Central du Venezuela qui part aussi de Caracas, et qui va vers l'est, aboutit définitivement aux riches centres de production de Santa Lucia ; la ligne allant de Caracas à Valla ; le chemin de fer Bolivar, allant de Tucacas à Barquisimeto, et qui, au moyen de petits vapeurs, se relie à Tucacas, avec Puerto Cabello ; la ligne de Barquisimeto poursuivant une direction sud-ouest ; la ligne de Ceiba à Valera ; celle d'Encontrados à Fría ; celles de Carenero à San José, de Guanta à Barcelona, de Maiquetia à Macuto et plusieurs autres lignes projetées. Il y a en plus beaucoup de routes carrossables et des sentiers à mulets.

L'agriculture et l'élevage constituent la principale richesse du Venezuela. La diversité du climat, la fertilité du sol, arrosé par des rivières innombrables, ses immenses plaines constamment couvertes de pâturages abondants, n'attendent pour produire les résultats les plus satisfaisants que l'impulsion du capital et du travail. Les principaux produits agricoles sont le café, le cacao, les fèves tonkas, le caoutchouc, le sucre, le tabac, l'indigo et tous les produits de la zone tropicale. Ses ressources en bétail sont très grandes, et c'est seulement le manque de bons moyens de commu-

nications avec l'intérieur du pays qui a retardé son développement. Malgré ceci, le Venezuela fournit le bétail sur pied aux Antilles situées le plus près de ses côtes et aux Guyanes. L'Honorable FRANCIS B. LOOMIS, Ministre des Etats-Unis à Caracas, dans un rapport en date du 19 novembre 1897, adressé au Ministre des Affaires Etrangères, dit: "L'élevage du bétail au Venezuela est une industrie qui peut devenir importante à un certain moment pour porter atteinte au commerce de bétail américain. * * * Cette industrie n'est encore que dans l'enfance ici, mais tout donne lieu de croire qu'elle est susceptible d'un développement énorme. Les terres pouvant fournir de bons pâturages sont d'une vaste étendue."

Il y a dans le pays 226 mines produisant 42 différentes espèces de métaux, dont les principaux sont l'or, le cuivre, l'asphalte, le pétrole, l'urao, le marbre, le sel, etc.

Le principal article d'exportation du Venezuela est le café, dont on consomme une grande quantité aux Etats-Unis, où il est connu sous les noms de "Caracas," et de "Maracaïbo." Les cafés connus sous le nom de "Caracas" comprennent tous ceux qui proviennent du centre du pays et sont exportés par les ports de La Guaira, de Puerto Cabello et de Cumaná, et les cafés connus sous le nom de "Maracaïbo" comprennent ceux qui proviennent de Zulia et de Los Andes, de Trujillo, de Mérida, de Tovar, de Boconó, de San Cristóbal, etc. Les exportations de café du Venezuela aux Etats-Unis, principalement celles provenant de La Guaira et de Puerto Cabello, qui en 1888 se sont élevées à 242.890 sacs, ont diminué en 1893 à 3,718 sacs à cause de l'absence de traités de réciprocité depuis 1892 à 1894. Lorsqu'on a abrogé les représailles de 1894, l'importation de ces cafés a augmenté immédiatement. Des importations de café de Maracaïbo, qui baissèrent considérablement pendant cette période, commencent à augmenter peu à peu. Presque toute la récolte de cette région vient sur ce marché.

Le cacao du Venezuela trouve aussi une vente facile aux Etats-Unis, où il est connu, de même que le café, sous les noms de "Caracas" et de "Maracaïbo," le premier nom comprenant le cacao provenant de Rio Caribe, de Guiría, de Carúpano, de Rio Chico, de Higuerote, et d'autres endroits sur la côte de l'est; l'autre qualité provient des états de Zulia et de Los Andes. On

exporte les peaux et les cuirs, le caoutchouc et les fèves tonkas, les bois de teintures et d'autres produits. D'après la nature des exportations, on verra que les importations du Venezuela comprennent toutes sortes de produits de l'industrie manufacturière, qu'il fait venir de l'Europe et des États-Unis; les principales importations de ce dernier pays sont: La farine de blé, le lard, le beurre, l'huile de pétrole, les épiceries de toutes sortes, les huiles et couleurs, le fil de fer bardé, les cordages, les armes à feu, le ciment romain, les drogues et parfumeries, la quincaillerie, le papier et les matériaux pour l'imprimerie, les machines à coudre, le bois de charpente, le tabac coupé pour cigarettes, les machines, la verrerie, les lampes et les tissus. Les principales importations de cette dernière classe de marchandises proviennent de l'Angleterre et de la France, bien qu'il soit reconnu que ces produits de l'industrie manufacturière aux États-Unis peuvent faire concurrence avec ceux de l'Europe en qualité, sinon en bas marché.

Les exportations partant de New York pour le Venezuela pendant l'année finissant le 31 décembre 1897, d'après les données fournies au Bureau des Républiques Américaines par le Señor DON ANTONIO E. DELFINO, consul général du Venezuela dans ce port, se sont élevées à \$3,183,016.86 en monnaie des États-Unis, et en déduisant de cette somme \$91,351.76 pour l'or monnayé, il reste un total net de \$3,091,665.19—valeur des marchandises exportées. D'après les statistiques du Trésor des États-Unis, le commerce du Venezuela avec ce pays, pendant l'année fiscale de 1896, a atteint les chiffres suivants: Importations provenant du Venezuela, \$9,649,911; exportations à destination du Venezuela, \$3,838,746. En 1893 les importations du Venezuela étaient comme suit: Des États-Unis, \$4,207,661; de la France, \$2,335,300; de la Grande Bretagne, \$4,553,287, et d'Allemagne, environ \$2,000,000.

Le territoire de la Guyane dans l'Amérique du Sud se compose des possessions anglaise, hollandaise et française. Leurs principales villes sont, Georgetown ou Demerara, capitale de la Guyane anglaise, avec un bon port; Paramaïbo, sur la rivière Surinam, capitale de la Guyane hollandaise, et Cayenne, capitale de la Guyane française, sur l'Océan Atlantique.

Les ressources naturelles de ces colonies sont identiques; elles produisent toutes, la canne à sucre, la plus importante des produc-

tions, le café, le cacao, le riz, les bananes, les bois de construction, d'ébénisterie et l'or. Voici, d'après les rapports officiels, le commerce extérieur de la Guyane anglaise; environ la moitié des importations de la colonie provient de l'Angleterre; un cinquième, des Etats-Unis, et le reste se répartit entre les autres nations. Les principales exportations de la colonie sont le sucre, le rhum, la mélasse, l'or et le bois de charpente. La plus grande partie du sucre vient aux Etats-Unis. En 1895-96 on a évalué le sucre expédié dans ce dernier pays à \$3,150,129, contre \$1,685,302 pour l'Angleterre. Les principaux produits qu'on importe des Etats-Unis sont les denrées alimentaires et les provisions de bouche de toutes sortes, tandis que les importations provenant d'Angleterre sont les machines, les cotonnades, etc.

Au sujet des importations anglaises, M. PATTERSON, consul des Etats-Unis, dans un rapport publié dans le Tome I des Relations Commerciales des Etats-Unis, 1895-1896, dit: "Cette colonie étant tout à fait anglaise, et les habitants étant habitués aux tissus, aux nouveautés, aux chaussures et bottines anglaises, la plupart ne connaît même pas les articles américains. J'ai rencontré beaucoup d'Anglais qui préfèrent quelques-unes des marchandises américaines, mais qui ne peuvent pas les obtenir. Une des raisons pour l'importation d'Angleterre de presque tous les tissus, les chaussures et bottines, se trouve dans le fait que toutes les maisons d'importation ont leurs agents à Londres. Leur crédit y est établi, et à moins d'y être forcés ils continueront à faire l'importation de Londres. J'ai eu des conversations avec différentes personnes sur ce sujet, et j'ai trouvé que l'on croit que l'Angleterre vend à meilleur marché que les Etats-Unis."

La Guyane anglaise maintient des communications régulières par bateaux à vapeur avec l'Europe et avec les Etats-Unis au moyen des vapeurs de la Royal Dutch Mail toutes les trois semaines; la ligne Armstrong qui envoie un ou deux vapeurs tous les mois à New York, et la ligne "Quebec" qui fait le service bi-mensuel. Les tarifs de fret aux Etats-Unis sont modérés et le trajet se fait en dix jours environ.

Dans la Guyane hollandaise, dont le commerce a souffert pendant ces dernières années par suite de la baisse des prix du cacao, du café et de la diminution de la production de l'or, on vient d'établir une nouvelle industrie—l'exploitation de la sève de

balata qui remplace le caoutchouc. Presque la totalité de ce produit est expédié aux Etats-Unis. Les principales exportations de la colonie sont l'article mentionné ci-dessus, le cacao, le café, l'or, les cuirs, les noix de coco, le sucre et les bois; les importations sont les épiceries et les provisions de toutes sortes, la quincaillerie, les tissus, l'huile de pétrole et les planches de pin. La Guyane hollandaise importe des Etats-Unis les épiceries et les provisions, les farines, l'huile de pétrole, les planches de pin et un peu de quincaillerie. Tous les autres produits consommés dans la colonie viennent de l'Angleterre et de la Hollande. La valeur totale des exportations de la colonie aux Etats-Unis pour l'année fiscale se terminant le 30 juin 1896 a été estimée à \$957,247 contre \$361,657, valeur de ses importations provenant du dernier pays d'après les statistiques officielles du Trésor des Etats-Unis. Les communications avec notre pays se font au moyen de bateaux de la Royal West India Mail.

La Guyane Française possède de riches mines d'or en exploitation. On y cultive le café, la balata, le cacao, et la canne à sucre. Ce pays produit aussi les bois de construction et d'ébénisterie et les plantes médicinales. Les importations des Etats-Unis sont seulement les blés, les épiceries, et les provisions de toutes sortes; toutes les autres importations viennent de l'Europe. Il n'y a pas de lignes de communication régulières et directes avec les Etats-Unis. Notre consul, M. WACOGNE, en parlant du commerce des Etats-Unis avec la Guyane Française, dit dans un rapport publié dans les Relations Commerciales des Etats-Unis, 1895-96, que si les droits de la colonie n'étaient pas aussi élevés le commerce en bois de construction et les importations américaines augmenteraient.

Il ne reste maintenant à citer que l'île hollandaise de Curaçao et la colonie anglaise de la Trinité qui occupent toutes les deux une position géographique exceptionnelle, et possèdent d'excellents ports. Ces îles s'étendent à peu de distance des côtes du Venezuela et servent de point de distribution aux marchandises à destination de cette république et de la Colombie. Presque tous les navires destinés à ces deux contrées font escale à Curaçao. Les seuls produits d'exportation de Curaçao sont le dividivi, les cuirs et peaux, la laine d'une qualité médiocre, les phosphates et le sel. Ses importations comprennent presque tous les produits de

consommation locale, les provisions proviennent presque entièrement des Etats-Unis. A l'exception de quelques marchandises, presque toutes les importations à Curaçao sont expédiées de Panama à l'Orénoque, aux côtes de Venezuela et de la Colombie. M. JARVIS SPENCER, consul des Etats-Unis, dit dans un rapport en date du 9 février 1897: "Je désire m'appuyer sur le fait que Curaçao possède un accès plus facile à toutes les parties de la Colombie et du Venezuela que tout autre endroit qui se trouve en dedans ou au dehors de ces contrées, et par conséquent c'est avec cette partie de l'Amérique du Sud qu'il faut s'efforcer d'ouvrir des relations commerciales au sujet des articles fabriqués aux Etats-Unis. Tout ce qui reçoit l'approbation des marchands de Curaçao trouvera sûrement un débouché dans les contrées précitées et augmentera favorablement, car ses marchands sont entièrement au courant des exigences de leur clientèle."

La colonie anglaise de la Trinité comprend les îles de ce nom et celle de Tabago. Située à quelques milles du delta de l'Orénoque s'étend l'île de la Trinité, la clef de cette grande artère fluviale du Venezuela. Ici, de même qu'à Curaçao, arrivent les articles en transit pour le Venezuela. Port d'Espagne, la ville principale et le port de l'île, possède un ancrage qu'on considère le meilleur des Antilles et où font escale beaucoup de navires en route pour l'Amérique du Centre et du Sud. On maintient des communications entre New York et Port d'Espagne au moyen des vapeurs de la ligne Trinidad et de la Royal Dutch Mail. Il y a des lignes de vapeurs entre Ciudad Bolivar (Venezuela) et Port d'Espagne qui font le commerce sur l'Orénoque.

Les productions principales de l'île sont le cacao, de renommée universelle, le café (en petite quantité), le sucre, l'asphalte, les noix de coco et les bananes. Voici, d'après les statistiques anglaises officielles, son commerce d'exportation en 1896: Importations £2,188,189, exportations £2,165,820. La colonie a importé de Grande Bretagne une valeur de £978,565, et des Etats-Unis une valeur de £458,440, contre £943,888 et £669,950 d'exportations aux deux pays respectivement. Le reste du commerce d'exportation et d'importation s'est fait avec la France, le Venezuela et les autres Antilles. Par suite de la richesse naturelle de ces contrées et l'absence de moyens pour leur développement, le manque d'industries et de moyens intérieurs de communication, le grand besoin de

travailleurs et de capital d'un côté, et de l'autre, l'esprit d'entreprise américain, les ressources que possèdent les Etats-Unis, et leurs immenses industries qui peuvent satisfaire à toutes les demandes de l'Amérique Espagnole, il semble tout naturel que les Etats-Unis, d'après leur position géographique, doivent être les maîtres du commerce extérieur de l'Amérique latine. Toutefois, tandis que les Etats-Unis s'occupaient exclusivement de leur propre développement, l'Angleterre, l'Allemagne et la France s'exerçaient assidûment à chercher des débouchés pour l'excès des produits de leur industrie. Dans l'Amérique Espagnole, ils s'adonnèrent à l'étude des goûts et des nécessités de ces pays ainsi que des moyens d'y établir le commerce rendu plus lucratif encore par l'absence de concurrents.

Le moment arriva où les Etats-Unis désirèrent prendre part à ces bénéfices et ces derniers se mirent à l'œuvre, non pas toutefois en employant le système suivi par leurs rivaux, mais celui qui avait réussi chez eux. Depuis lors, on a fait des efforts plus ou moins suivis pour arriver à un bon résultat, mais tous ces efforts ont été inutiles; on ne peut pas, il est vrai, changer à volonté les courants du commerce; il faut pour s'en emparer, des efforts consciencieux et sérieux. Avant tout, il faut que nous fassions prévaloir d'une manière pratique et digne de foi l'excellence de nos produits et leurs avantages. Il est donc nécessaire d'établir des moyens de communication entre le producteur et le consommateur; d'étudier les goûts, les besoins, les coutumes, les moyens à la disposition du consommateur, afin de faire face aux nécessités qui existent.

Rien ne parle plus éloquemment en faveur des produits des Etats-Unis comme les imitations européennes qui se vendent sous le nom de produits des Etats-Unis dans l'Amérique Espagnole. Les manufacturiers n'ignorent pas ce fait; toutefois ils ne semblent pas se rendre compte de toute son importance. Ils ne semblent pas non plus avoir étudié un système de crédit qui puisse faire concurrence à celui que l'Europe leur accorde et qui constitue la base de leur prospérité commerciale dans l'Amérique Espagnole, car il faut se rappeler que les paiements se font après la rentrée des récoltes, ces récoltes étant la seule source de revenu de ces pays, et il y a peu de commerçants qui achètent à courte échéance pour vendre avec un système de paiement à longue date. Le producteur et l'acheteur doivent se baser sur

les nécessités du consommateur. Autrement, il n'est pas possible que le commerce soit prospère.

Que les Américains étudient donc sur place, comme le font les Européens, les usages commerciaux, les besoins particuliers, les coutumes du consommateur. Qu'ils établissent des lignes américaines de vapeurs pour faire le service entre les Etats-Unis et l'Amérique Espagnole; qu'ils construisent des chemins de fer américains là où il existe maintenant des lignes françaises, anglaises ou allemandes; qu'ils établissent des maisons américaines pour faire concurrence aux maisons allemandes, françaises et anglaises, et les produits américains, sans autre effort que leur introduction sur le marché, occuperont la place à laquelle ils ont droit en raison de leur qualité, car on a déjà prouvé qu'à de très rares exceptions près, les produits des Etats-Unis font et peuvent continuer à faire concurrence à ceux de l'Europe.

La mesure qui vient d'être poursuivie, prise en faveur du commerce américain par l'Association Nationale des Manufacturiers des Etats-Unis d'Amérique pour l'établissement d'une exposition permanente à Caracas, capitale du Venezuela, mérite la plus grande louange, car c'est la première pierre du bâtiment que tout le continent élèvera au commerce des Américains avec les Américains. Des entreprises d'un caractère semblable, établies dans les autres pays, accompagnées de l'étude des exigences particulières de chacun de ces pays, doivent former la base de la prospérité commerciale des Etats-Unis qui, comme on l'a déjà dit, ce qui, du reste, est bien connu, produisent ou peuvent produire tout ce qui se consomme dans l'Amérique du Sud.



L'EXPOSITION TRANS-MISSISSIPPIENNE ET INTERNATIONALE.

La date de l'inauguration de la grande exposition industrielle, agricole et artistique qui aura lieu dans la ville d'Omaha, Etat de Nebraska, est fixée au 1^{er} juin prochain et durera cinq mois. Tout semble indiquer que l'Exposition Trans-Mississippienne

sera, sous beaucoup de rapports, une des plus notables qui ait eu lieu aux Etats-Unis et qu'elle sera féconde en bons résultats. Il n'en peut être autrement, car on y trouvera l'exposition spéciale des ressources et produits de cette région merveilleuse, connue sous le nom de l'Ouest, et dont le progrès et le développement pendant ces dernières années ont étonné tout à la fois les indigènes et les étrangers. En effet, dans les annales du monde on ne trouve aucun exemple d'une croissance comparable à celle de ces Etats de l'Union Américaine, qui constituent la vaste région au delà du Mississippi, et embrassent une superficie de plus de 2,500,000 milles carrés avec une population de presque 20,000,000 d'habitants. C'est là où se trouve le grenier d'abondance de l'Amérique, la région agricole et minérale par excellence, où il existe de grandes forêts produisant d'excellents bois de construction, et les vastes prairies où paissent des troupeaux innombrables qui constituent en eux-mêmes une des plus grandes sources intarissables de la richesse nationale. Mais, par dessus tout, c'est dans cette région merveilleuse de l'Ouest que l'on a élevé dans l'intervalle d'une seule génération, de belles et grandes villes qui figurent au premier rang parmi les centres industriels, artistiques et commerciaux de la contrée, et qui donnent une véritable idée de la culture nationale.

Les ressources illimitées de la grande région de l'ouest seront maintenant exposées peut-être pour la première fois, et c'est justement ce qui donnera à l'Exposition Trans-Mississippienne un caractère spécial qui lui donne droit à l'étude sérieuse de tous ceux qui s'intéressent au progrès de l'Amérique.

Comme on pouvait s'y attendre, le Gouvernement des Etats-Unis a pris une part active à cette grande entreprise, et le Congrès a voté une somme de \$200,000 pour faire face aux dépenses se rapportant d'une manière particulière à l'exposition officielle, y compris les bâtiments, le transport, etc.

Tous les Etats Occidentaux et plusieurs des Etats du Sud et de l'Est seront représentés à l'Exposition d'Omaha; mais cette exposition aura aussi un caractère international, car beaucoup de pays étrangers ont accepté de prendre part à l'Exposition d'après l'invitation qui leur en a été faite par le Ministre des Affaires Etrangères, représentant le Gouvernement des Etats-Unis. L'Exposition d'Omaha offre un intérêt particulier aux nations de l'Amérique

Latine qui, désireuses comme elles le sont toutes, d'augmenter leurs relations commerciales avec les Etats-Unis, ne peuvent manquer de voir dans cet évènement une occasion des plus favorables pour faire connaître leurs produits encore plus qu'ils ne le sont aujourd'hui sur les marchés de ce pays, et de venir et d'observer de près l'avancement industriel de cette grande nation. Le commerce de la plupart des Républiques Latines Américaines, comme on le sait bien, s'est fait pendant plusieurs années, principalement avec l'Europe, quoique facile de voir que dernièrement elles ont fait un commerce considérable avec les Etats-Unis, et qu'il y a une tendance favorable dans l'augmentation de ce commerce.

Cependant, il reste beaucoup à faire, et le jour viendra où les Américains du Nord, aussi bien que ceux du Sud, se rappelleront avec surprise le temps où leurs transactions commerciales se bornaient seulement à l'échange d'une certaine classe d'articles, et où les habitants de quelques-unes des sections les plus étendues de ce continent traversaient l'Atlantique pour aller chercher sur les marchés de l'Angleterre, de la France, de l'Allemagne et de l'Italie des articles manufacturés que les fabriques des Etats-Unis produisent si bien. Il semblera alors incroyable, qu'à la fin du XIX^e siècle, les commerçants de quelques endroits de l'Amérique Centrale, par exemple, faisaient venir de Hambourg, en Allemagne, par le Cap Horn, ou par le détroit de Magellan, distance d'au moins onze mille milles, des marchandises de différentes classes qu'ils auraient pu obtenir facilement aux Etats-Unis, ayant une distance cinq fois moins grand à parcourir.

Dans cet avenir qui n'est pas très éloigné, de nombreux articles européens qui se trouvent aujourd'hui partout dans l'Amérique Latine, tels que les pianos, les chaussures, la verrerie et les meubles, d'importation française; les chapeaux, les tissus, les préparations chimiques et pharmaceutiques, les lampes et les jouets qui viennent d'Allemagne; les toiles de lin, les cotonnades et les lainages, la coutellerie, les articles en cuir, la papeterie et la quincaillerie de provenance anglaise seront regardés comme de véritables curiosités. Il est difficile de croire que même aujourd'hui les machines à coudre allemandes soient expédiées à la République de l'Uruguay, ces articles étant, en effet, essentiellement des productions des Etats-Unis. On exporte des rails des Etats-Unis en

Europe, ce qui n'est certainement pas connu dans beaucoup d'endroits de l'Amérique Latine, puisque dans ces pays presque tout le matériel de chemin de fer, y compris les rails, vient d'Angleterre. Et même, malgré la supériorité reconnue des machines fabriquées aux Etats-Unis sur toutes celles des autres contrées, quelques pays de l'Amérique du Sud achètent encore aujourd'hui en Europe les machines dont ils ont besoin, y compris les machines pour la fabrication du sucre.

Nous avons déjà dit dans le BULLETIN MENSUEL et nous le répétons maintenant, que les industries des Etats-Unis sont, jusqu'à un certain point, inconnues dans l'Amérique Latine, et par conséquent le commerce entre les nations du Nord et du Sud de notre continent n'a pas encore atteint le plein développement dont il jouira plus tard. Les expositions internationales contribuent puissamment à ce dernier résultat, et par cela même nous considérons comme très important l'exposition qui sera ouverte prochainement dans la ville d'Omaha.

Le Bureau des Républiques Américaines apprécie l'importance que cet événement aura pour les pays qui constituent l'Union Internationale, et il s'intéresse profondément à la réussite complète de cette entreprise. Etant le centre officiel de renseignements, au point de vue du commerce, de la production, de l'industrie, du progrès matériel, et enfin de tout ce qui a trait à l'avancement des Républiques de l'Hémisphère occidental, le Bureau désire que l'Exposition Trans-Mississippienne soit reconnue et appréciée dans toute l'étendue du Continent. Le travail du Bureau comprend un grand nombre de divisions et on n'épargne aucuns efforts pour satisfaire les désirs de tous les gouvernements représentés dans cette Union Internationale. Par l'intermédiaire du BULLETIN MENSUEL, les intérêts industriels et commerciaux reçoivent des informations utiles qui ont trait aux occasions qu'offrent au commerce les contrées de l'Amérique du Sud, en même temps que ces dernières contrées reçoivent les informations les plus récentes relatives aux marchés des Etats-Unis.

Comme une des preuves les plus éloquentes des efforts constants et assidus que fait le Bureau des Républiques Américaines pour encourager le commerce entre toutes les contrées de l'Amérique, on peut mentionner l'Annuaire du Commerce, dont le second volume doit paraître prochainement. Dans cet ouvrage, qui mérite

bien d'être considéré comme unique en son genre, on trouve réunie une plus grande quantité d'informations importantes, pour ne pas dire nécessaires, sur le commerce américain que dans toutes les autres publications semblables qui circulent dans le monde entier. Comme livre de référence, l'Annuaire ne peut pas être surpassé, et ce n'est pas de l'exagération d'affirmer qu'en se fiant à cet ouvrage, les commerçants de l'Amérique du Nord et du Sud peuvent arriver à mieux connaître les ressources de leurs contrées respectives qu'en lisant de nombreux ouvrages sur le même sujet.

Nous avons dit de quelle manière imparfaite on connaît, dans l'Amérique Latine, les productions de l'industrie des Etats-Unis. Nous dirons maintenant quelques mots sur l'ignorance dans laquelle se trouvent les Américains du Nord en ce qui concerne les contrées de l'Amérique Latine et leurs ressources. Il y a quelques années les commerçants ne tenaient pas du tout à faire le commerce avec les pays de ce continent, sauf avec le Mexique et peut être avec un ou deux autres pays, et c'est à cela que l'on doit l'établissement par l'Europe d'un monopole commercial dans l'Amérique du Centre et du Sud. On a donné beaucoup de raisons pour expliquer cette indifférence commerciale de la part des Etats-Unis, comparativement aux autres pays du nouveau monde, et une d'entre elles, sans doute la cause principale, a été le grand commerce qui se fait entre les différents états de l'Union, auxquels toutes les manufactures de cette contrée suffisent à peine. Cependant, plus tard lorsque la production industrielle surpassa les demandes, il devint nécessaire de chercher des consommateurs étrangers, et naturellement on a pensé à l'Amérique Latine et on a commencé l'étude de ses marchés. Alors, pour la première fois, on a compris que ce pays avait abandonné à la spéculation européenne un champ étendu d'actions, où le génie et l'activité du peuple américain auraient pu pendant de longues années récolter des avantages inestimables.

Et en vérité, lorsqu'on considère la richesse que renferme cette immense région qui s'étend depuis le Mexique jusqu'au Chili, il est véritablement surprenant qu'elle n'ait pas, dès le commencement, réclaté l'attention de la Grande République, comme méritant l'esprit entreprenant d'une race essentiellement énergique. Un coup d'œil jeté sur la carte de l'Amérique suffira pour montrer ce que sont aujourd'hui les nations américaines d'origine latine et

ce qu'elles doivent nécessairement devenir prochainement. L'immigration européenne dans la République Argentine cause aujourd'hui une transformation aussi prodigieuse que celle qui a eu lieu aux Etats-Unis, et la ville de Buenos Ayres, riche, peuplée et splendide, mérite d'être appelée le New York de l'Amérique du Sud. Quand toute l'Amérique du Sud sera peuplée en proportion à sa superficie territoriale, il y aura dans ce beau continent plus d'habitants que n'en possède l'Europe. L'Amérique Centrale fait de grands pas pour atteindre une position éminente au point de vue commercial, en comparaison avec les autres grandes nations de cet hémisphère, et l'immigration qui cherche déjà à débarquer sur ses côtes fera de cette région magnifique une des parties les plus riches du Globe. Il semble presque inutile de parler du Mexique, dont le progrès dans ces dernières années lui donne droit à se glorifier du génie de ses fils et à recevoir l'admiration du monde entier.

On reconnaît que les expositions universelles sont de puissants facteurs dans l'avancement des arts, des industries et du commerce, et par conséquent toutes les grandes nations en font de temps en temps. La France fait beaucoup de préparatifs pour la grande Exposition de 1900, la troisième dans un intervalle de 33 ans. Aux Etats-Unis, en moins de vingt ans, il y a eu l'Exposition Centenaire de Philadelphie en 1876, et l'Exposition Universelle de Chicago en 1893. En plus de celles-ci, il y en a eu d'autres, de moindre importance, qui ont produit quand même de grands résultats. Telles sont les expositions qui ont eu lieu à Atlanta en 1881, à la Nouvelle Orléans en 1884, à San Francisco, Californie, en 1894, la seconde exposition d'Atlanta en 1895, et celle de Nashville en 1897. La Grande Bretagne, depuis une date très reculée, s'est rendu compte de la nécessité d'expositions industrielles, et en 1828, il y en eut une à Londres, qui toutefois ne donna pas les résultats auxquels on pouvait s'attendre. Plus tard, en 1845, l'Exposition des Manufactures, qui eut lieu aussi dans la capitale du Royaume, eut le plus grand succès.

Quatre ans plus tard eut lieu l'Exposition de Birmingham, et celle-ci fut la plus parfaite qui ait eu lieu dans le pays jusqu'à cette date; mais ce ne fut qu'en 1851 que l'Angleterre offrit au monde une des expositions les plus notables du siècle, et dont on

garde encore un bon souvenir. Les autres nations européennes ont eu à différentes époques des expositions semblables, en Allemagne, en Autriche, en Belgique, en Espagne, en Suisse, en Russie, en Italie, en Suède, en Turquie, en Hollande, en Grèce, en Danemark et en Portugal. Parmi les contrées de L'Amérique Latine qui ont suivi cet exemple, nous pouvons citer le Brésil, le Chili, le Venezuela, la Colombie, le Pérou et le Guatemala. Plus le monde s'avance dans la marche du progrès, plus ces expositions deviendront plus fréquentes, car rien ne peut donner une idée aussi exacte du progrès et des ressources d'un pays, que cette école pratique au moyen de laquelle les nations peuvent apprendre à s'apprécier les unes et les autres, mieux que par tout autre moyen. Prenant comme exemple les Etats-Unis, il devient clair que les nombreuses industries qui y existent, exigent des expositions d'un caractère international pour se faire connaître, parce qu'un échantillon exposé au public donne une meilleure idée de la production d'une fabrique que toutes les annonces et descriptions que l'on pourrait faire. Pour cette raison, il est désirable d'inviter les nations étrangères à se rencontrer dans ces réunions industrielles et artistiques. Dans le cas actuel, où nous avons une exposition américaine, il est de la plus grande importance d'y voir représentée la plus grande partie des nations de l'Hémisphère Occidental.

Laissant de côté la question purement commerciale, c'est un fait que, pendant un concours international, les relations étroites qui existent entre les habitants de divers pays deviennent plus amicales et donnent lieu à une entente entre les peuples et les gouvernements, et pour cette raison ces expositions, au point de vue politique, doivent être considérées très avantageuses. D'ailleurs, elles tendent en Amérique à faire disparaître certaines erreurs existant encore relativement aux tendances politiques de telle ou telle république. On ne peut pas trop appuyer sur l'avantage qui peut résulter de la connaissance intime de ces deux grandes races peuplant cet hémisphère, afin que les rivalités, qui existent depuis de longues années, soient à tout jamais effacées.

La ville où se tiendra l'Exposition Trans-Mississippienne est une de ces merveilleuses créations de l'énergie et de l'activité de l'Ouest des Etats-Unis. La ville d'Omaha, dont la fondation remonte à peine à quarante-quatre ans, a aujourd'hui plus de 140,000

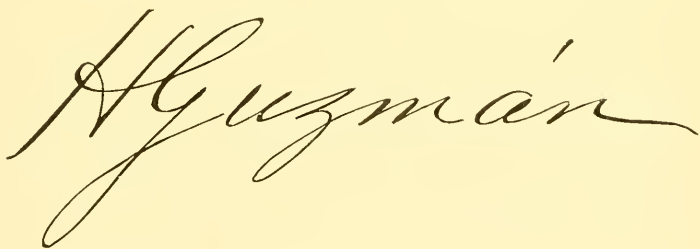
habitants, et elle est le centre d'un grand commerce et la tête de ligne de chemins de fer d'une grande importance. Depuis ce temps, cette ville est devenue le point de jonction de 14 lignes de chemins de fer qui la mettent en communication avec les côtes de l'Atlantique et du Pacifique, aussi bien qu'avec le Golfe du Mexique. On peut voir ainsi de quel accès facile est l'Exposition Trans-Mississippienne à tous ceux qui désirent la visiter, et il est à espérer que les contrées de l'Amérique Latine desireront profiter de l'occasion qui leur est offerte de venir et de constater de leurs propres yeux l'état d'avancement et de culture qu'on a atteint dans la grande région ouest des Etats-Unis. Cette immense région, où, il y a un demi siècle à peine, on voyait encore des bandes de sauvages et des troupeaux de bisons, et où l'entreprise, d'une civilisation sans précédent, a élevé comme par enchantement des villes splendides qui peuvent rivaliser en richesse, en culture, et en bon goût avec les capitales les plus belles de l'Europe et de l'Amérique.

Quand on parle des Etats-Unis à l'étranger, l'Ouest est souvent oublié; de sorte que même des hommes d'Etat et des écrivains éminents s'imaginent que la vitalité et la force de cette nation est renfermée exclusivement dans les Etats de l'Est, erreur profonde qui a contribué en partie à une fausse appréciation de la grandeur de l'Union Américaine. Il y en a qui s'imaginent que lorsqu'on a mentionné Boston, New York, Philadelphie, Baltimore, Washington et la Nouvelle Orléans, il ne reste plus rien à dire à propos des villes des Etats-Unis. Et ceci même après l'Exposition Universelle de Chicago, qui a été pour beaucoup de pays une véritable révélation!

L'Amérique Latine s'est fait des idées plus correctes au sujet de la situation de la grande région ouest des Etats-Unis, depuis que la Conférence Internationale Américaine a eu lieu et que ses délégués, nommés à cet effet, ont visité les différentes parties de la République, en comprenant dans leur itinéraire plusieurs villes de l'Ouest. Il se présentait alors pour ces délégués une occasion propice d'étudier le progrès rapide des parties occidentales de ce pays, et on sait qu'ils ont exprimé la plus grande admiration pour le développement industriel que beaucoup sans doute ne s'attendaient pas à voir. Neuf ans se sont écoulés depuis cela, inter-

valle qui, autre part, ne signifie pas grand chose, mais qui, considérant la rapidité vertigineuse avec laquelle s'avance l'Ouest, peut produire des transformations surprenantes dans ce pays de merveilles; et si quelques-uns de ceux qui visitèrent cette région en 1889, reviennent pour l'Exposition d'Omaha, ils ne croiront pas possible que tant de changements aient pu avoir lieu en moins de dix ans.

Une exposition américaine internationale qui aurait lieu dans une des grandes capitales de l'Amérique Latine, dans la ville de Mexico par exemple, amènerait des conséquences excellentes pour les intérêts commerciaux de notre continent, et coopérerait puissamment à la réalisation des projets que la Conférence Internationale Américaine avait en vue en recommandant l'établissement de ce Bureau. Les hommes d'un esprit élevé qui sont intéressés dans l'avancement intellectuel et matériel de nos pays, devraient aider à la réalisation de cette idée afin qu'on puisse voir, à l'aurore du XX^e siècle, la réunion fraternelle des deux grandes races de notre Amérique dans un grand concours artistique, industriel et agricole.



BRÉSIL.

ÉLECTION DU PRÉSIDENT ET DU VICE-PRÉSIDENT.

Aux élections générales qui ont eu lieu au Brésil le 1^{er} mars dernier, les Senhores CAMPOS SALLES et ROSA SILVA ont été élus presque à l'unanimité, Président et Vice-Président de la République, pour les quatre années suivantes. Le Senhor SALLES est maintenant Président de l'Etat de São Paulo, et il s'est distingué dans les affaires publiques du Brésil pendant plusieurs années. L'inauguration aura lieu au mois de novembre prochain.

EFFORTS POUR RÉSISTER A LA CONCURRENCE COMMERCIALE.

M. WAGSTAFF, consul général britannique à Rio, en vue du danger qui menace la suprématie commerciale britannique au Brésil, vient de publier une lettre circulaire proposant de tenir au consulat, de temps en temps, des réunions pour considérer quelles mesures il faut prendre pour faire face aux conditions commerciales qui menacent ses compatriotes dans cette République. Afin que les habitants des Etats-Unis, intéressés dans le commerce de Rio de Janeiro, puissent se faire une idée des efforts employés par le Consul-Général WAGSTAFF, la circulaire est donnée en entier dans le Bulletin.

CONSULAT GÉNÉRAL BRITANNIQUE,

Rio de Janeiro, le 31 janvier 1898.

La concurrence commerciale toujours croissante, commence à convaincre tous ceux qui s'intéressent au commerce, de la nécessité de ne laisser échapper aucune mesure qui leur permettrait non seulement de développer leurs relations commerciales, mais aussi de conserver la position qu'ils se sont déjà assurés dans les différents marchés du monde.

Les manufacturiers, les commerçants et les classes commerciales de toutes les nations reconnaissent cette nécessité, et l'intérêt que montre le gouvernement britannique en ce qui concerne la suprématie commerciale de notre pays est apparent à tous.

On a remarqué qu'en différents endroits des associations commerciales ont été organisées ayant pour objet spécial, l'avancement des intérêts britanniques, et les négociants et les agents expéditeurs britanniques pourront considérer avantageusement l'organisation d'une société semblable où l'on pourrait considérer aux réunions, ayant lieu à des intervalles réguliers ou quand l'occasion le demanderait, les questions qui affectent le commerce entre la Grande-Bretagne et ce pays.

Le consul général de Sa Majesté contribuera de son mieux à la réalisation de ce plan. Il trouve que les négociants pourraient se réunir périodiquement au consulat où dans une salle leur sera réservée, et que les délibérations de ces réunions et les actions qui en résulteraient pourraient former une partie du travail du Département Commercial du Consulat.

CONTRAT POUR LA FOURNITURE DE PIÈCES DE NICKEL.

Le gouvernement brésilien vient de mettre en adjudication la frappe de 20,000 contos de reis de monnaie de nickel de 100 et de 200 reis. Conformément aux termes de la mise en adjudication, des soumissions seront reçues à la délégation du trésor brésilien, à Londres, pour la fourniture de 50 millions de pièces de

nickel de 200 reis chacune, et 100 millions de pièces de nickel de 100 reis. L'alliage de ces pièces sera de 25 % de nickel et 75 % de cuivre. Les pièces de 200 reis pèseront 15 grammes, et celles de 100 reis, 10 grammes. Les monnaies devront être livrées dans un délai de huit mois, compté du jour de la signature du contrat. Le soumissionnaire devra fournir caution de £10,000 qui pourront être en titres de la dette extérieure du Brésil.

NOTE.—La valeur nominale du milreis en or est de 54.6 cents. La valeur réelle du milreis en papier, en monnaie des Etats-Unis, est actuellement de 14 cents.

COMMERCE AVEC LES ETATS-UNIS.

L'ancien Ministre des Etats-Unis au Brésil, feu M. THOMAS L. THOMPSON, publie dans le "Forum" du mois de mars un article étendu et intéressant au sujet des ressources du pays, près du gouvernement duquel il était dernièrement accrédité, et des relations commerciales qui devraient exister entre les Etats-Unis et cette République. Les extraits suivants sont empruntés du rapport, tel qu'il a été publié :

C'est étonnant le peu que savent les commerçants américains en général, non seulement sur le Brésil, mais sur tous les pays qui se trouvent au sud des Etats-Unis. Ils ignorent que le chemin de fer est presque terminé qui leur permettra de traverser le continent de Valparaiso à Buenos Ayres en wagons aussi commodes que ceux de Pullman. * * * Tandis qu'ils cherchent dans l'Orient lointain des acheteurs pour l'excès de la production de notre pays, tant agricole qu'industrielle, les commerçants américains, en général, négligent les opportunités que leur offre ce vaste continent qui se trouve, pour ainsi dire, au seuil même de leurs fabriques et de leurs fermes. Ils ne se rendent pas compte en même temps, que les Etats-Unis, qui achètent la plus grande partie des produits de l'Amérique du Sud, paient constamment à l'Europe, par l'échange, un énorme tribut, non seulement sur ce qu'ils achètent dans ce marché, qui est le débouché le plus proche et le plus naturel pour leurs produits, mais sur tout ce qu'ils y vendent. Si nous nous servions intelligemment des marchés que nous offrent ces pays, le consommateur américain économiserait non seulement la différence du change qu'il paie actuellement à son plus entreprenant rival européen, qui l'a devancé dans l'exploration et le développement des vastes ressources des Républiques du Sud, mais aussi ces marchés avant peu, tourneraient la balance du trafic en faveur des Etats-Unis. * * *

A Rio de Janeiro, la principale ville commerciale du Brésil, avec une population de près de 750,000 d'habitants, il n'existe aujourd'hui même qu'une seule maison commerciale américaine, pour ainsi dire, au capital considérable. Dans toute la République d'une population de 16,000,000, il n'existe que deux de ces maisons. La colonie américaine compte probablement 500 personnes

enregistrées, y comptant quelques acheteurs de café (agents exclusivement), agriculteurs, clercs, artisans, dentistes et autres hommes de profession, répandus partout dans le pays, tandis que les colonies anglaise, française, allemande, portugaise et espagnole comptent, respectivement dans l'ordre nommé, plusieurs milliers d'habitants, représentant des centaines de millions de dollars placés dans les entreprises commerciales, minières, de banques, de transports et autres, qui rapportent des dividendes lucratifs. * * * Je crois que le Brésil offre un vaste champ à l'énergie et à l'entreprise, pourvu toutefois qu'elles soient bien dirigées par un esprit administratif et qu'elles soient soutenues par des capitaux suffisants. C'est particulièrement évident qu'un grand nombre d'Américains actifs et intelligents engagés dans les entreprises industrielles au Brésil pourraient exercer une influence marquée sur le développement des ressources naturelles, et conséquemment sur l'augmentation de la richesse, aussi bien que sur le détournement du flot du commerce vers les Etats-Unis.

PERSPECTIVES COMMERCIALES.

M. CHARLES P. KING, un américain établi négociant-commissionnaire à Rio de Janeiro, donne aux jeunes gens les conseils suivants dans le journal "Farm Machinery," au sujet de perspectives commerciales qu'ils peuvent avoir au Brésil. M. KING dit qu'il est inutile d'aller dans ce pays sans des capitaux suffisants pour s'y établir—

Mais que pour ceux qui possèdent des moyens, il se présente des occasions splendides pour l'établissement de toutes sortes d'industries manufacturières. C'est à peine, si les habitants fabriquent un article de consommation. On fait venir de l'étranger les vêtements, les tissus, les chaussures, la quincaillerie, les instruments agricoles, et même tous les articles d'usage ordinaire. Les droits d'importation sur tous les articles sont très élevés et permettraient au fabricant de vendre avec de beaux bénéfices. La part des Etats-Unis dans le commerce de la République est très petite, et il n'y a aucune ligne américaine de navires marchands allant aux ports brésiliens. Si nos manufacturiers et nos commerçants adoptaient un meilleur système, le commerce que l'on ferait entre les deux contrées atteindrait des proportions énormes.

D'abord il est nécessaire de faire comme les Anglais, les Allemands et les Français; ces pays entretiennent des agences régulièrement établies sous la direction d'hommes qui parlent la langue du pays. Un commerçant américain envoie au Brésil un de ses commis voyageurs qui n'est pas au courant des usages de la contrée et qui ne sait pas un mot de portugais. Il revient aux Etats-Unis, et parce qu'il n'a pas pu vendre de marchandises, n'ayant à sa disposition pour se faire comprendre d'autres moyens que des signes et des gestes, il dit qu'au point de vue commercial on ne peut rien faire dans ce pays. De plus, les Européens accordent aux commerçants de longs termes de crédit. Ce système a été en vogue pendant de longues années, et les Américains du Sud détestent le système des yankees qui exige le paiement à trente jours. Ils aiment mieux ne pas faire

de commerce avec des négociants qui se montrent si difficiles pour les paiements. Naturellement, les Anglais et les Allemands qui accordent de longs termes de crédit, obtiennent un profit considérable à cause de la mode de règlement sans courir de bien grands risques. Il n'existe aucune raison qui empêche les Américains d'adopter le même système; et ils seront bien obligés d'agir ainsi s'ils tiennent à s'emparer de ce commerce.

COLOMBIE.

RESSOURCES MINÉRALES.

Pendant ces dernières années les mines de l'Afrique du Sud, de l'Australie et d'autres régions reculées du monde ont détourné l'attention des Américains et des Européens des vastes régions à richesses minérales inexploitées qui se trouvent dans leur voisinage. Les conditions existantes dans ces pays lointains étant enfin entrées dans leur état normal, l'entreprise se contente des occasions qui se recontrent plus près. La République de Colombie offre actuellement de grandes occasions très attrayantes dans cette industrie spéciale. Pendant ces dernières semaines on a organisé à Londres et sur le continent plusieurs nouvelles compagnies pour développer les merveilleuses ressources minérales du pays.

Le numéro du 30 avril "Mining and Engineering Journal," publié à New York, contient un récit étendu et instructif par M. FRANCIS C. NICHOLAS sur les mines d'or de la Colombie et sur les travaux d'exploitation qui s'y poursuivent maintenant. On donne place dans le BULLETIN MENSUEL aux extraits suivants tirés du rapport de M. NICHOLAS, aux paroles de qui on peut toujours se fier.

L'exposé présenté ici, se base sur les explorations faites en Colombie depuis le Golfe de Darien, à travers le pays, jusqu'à un point sur l'Océan Pacifique, au dessous de Buenaventura; de la frontière est de la République, près du Venezuela, jusqu' à la rivière Magdalena; et de la côte nord, aux régions internes des Andes. On peut diviser la Colombie, d'une manière générale, en quatre périodes de formations géologiques:

1. Les régions aurifères, s'étendant depuis l'Equateur à la partie ouest-centrale du pays, passant par Antioquia à travers le fleuve Magdalena jusqu' à une partie de l'Etat de Santander, et se terminant dans les districts élevés de l'Etat de Bolivar.

2. Les chaines de montagnes des deux côtés des régions aurifères montrant leurs sédiments redressés, non aurifères eux-mêmes, mais contenant des

placers aurifères ayant leur origine apparemment dans les régions aurifères adjacentes.

3. Les vastes régions situées au nord des montagnes et au sud-est dans la direction de l'Amazone, où il se trouve des dépôts inférieurs, des marécages, et des *sienegas* de peu d'intérêt pour le mineur.

4. Les immenses cordillères isolées de la Sierra Nevada de Santa Marta, situées sur la région orientale de la côte du Nord.

Une description détaillée présenterait de nombreuses exceptions à ce tracé général; par exemple, dans les cordillères orientales des montagnes du côté du Venezuela, il y a des masses de rocs volcaniques et les violentes actions sismiques y sont fréquemment ressenties; dans les cordillères occidentales, il y a des formations ignées étrangères et l'Isthme de Panama, différant sous bien des rapports des autres régions de la Colombie, n'y est pas compris.

* * * * *

Il y a sans doute dans la Colombie des placers aurifères des plus importants; il y en a qui sont formés par l'érosion directe qui a lieu dans les régions aurifères, et d'autres par les mouvements secondaires parmi les dépôts qui ont été déplacés de leurs positions primitives, et dans ces formations la question à étudier est l'étendue de pays érodé de manière à former des concentrations et des dépôts aurifères. Ceci s'applique aussi aux rivières dont quelques-unes contiennent sans contredit, de grandes quantités d'or. Malheureusement la pierre qui forme le lit est très molle et les courants ont en général creusé le lit à une telle profondeur, qu'il est impossible de les détourner. Quelques-unes des rivières sont favorables à cette classe d'entreprise minière, mais on doit se rappeler en considérant ces entreprises, que souvent les rivières ne traversent pas les formations aurifères, et par conséquent le point important qu'on doit considérer est l'étendue de la surface emportée par la rivière; et naturellement la quantité de matériel apporté à une rivière, favorablement située pour le détournement de ses eaux, n'est pas aussi grande que dans les rivières inférieures drainant une contrée plus étendue.

Ce qui précède est tout simplement un résumé général de certaines conditions se rapportant aux mines d'or de la Colombie qui existent dans les divisions géologiques ci-dessus mentionnées.

* * * * *

En parlant d'une manière générale des mines de Colombie, il faut exercer beaucoup de soin en choisissant parmi les mille et mille mines qui ont été exploitées et qui attendent maintenant des acquéreurs. Les lois sous lesquelles ces propriétés peuvent être acquises sont très faciles, et on peut obtenir une concession à très bas prix. Pour cette raison les propriétaires sont nombreux, et on peut dire pour le bien des mineurs que le pays a été assez bien occupé, mais les capitalistes ou syndicats trouveront d'excellentes mines à exploiter dans de très bonnes conditions, quelques propriétaires ne pouvant pas s'attendre à exploiter leurs mines eux-mêmes.

Il peut être bon pour les Américains qui se rappellent la spéculation et la faillite désastreuse de l'El Christo Mining Company de savoir que cette propriété donne encore des rendements et qu'elle a été exploitée avec bénéfice pendant

plusieurs années. Après la faillite de la compagnie, la mine fut saisie par les employés en Colombie pour se payer de salaires qui leur étaient dus. Ils s'en débarassèrent en la vendant à un syndicat anglais qui en fit l'exploitation, et en trois mois paya le prix d'achat et toutes les dépenses par suite d'une riche découverte; depuis lors cette propriété a donné de jolis rendements et elle est encore profitable, bien que ce soit une mine d'argent, ce qui est un désavantage.

Les régions minières de l'Etat de Tolima, où est située la mine d'El Christo, se trouvent toutes à une distance de deux ou trois jours de voyage de la ville de Honda.

Dans ce district on exploite d'autres mines d'argent, notamment la vieille mine de Frias, considérée par beaucoup de personnes comme la meilleure propriété de l'Amérique du Sud. On rapporte qu'elle paie de £40,000 à £50,000 par an, à raison de 50 cents l'once d'argent.

Une compagnie anglaise exploite avec profit la mine d'El Rosario que l'on croit très riche. La mine Calamente est aussi exploitée par une compagnie anglaise, et quoique le minerai soit de qualité inférieure, les rendements sont bons. Dans toutes ces mines d'argent on concentrait les minerais et on en expédiait le produit en Angleterre pour y être fondu.

Il est probable que la vieille mine de Santa Ana, en exploitation depuis 1826, sera réouverte. Elle appartient au Gouvernement qui l'a louée à des capitalistes anglais. On a creusé jusqu'à une profondeur de 1,000 pieds environ, et les minerais peuvent être fondus sur place. C'est cette mine qui autrefois fournissait l'argent fin avec lequel on fabriquait les vieilles pièces de monnaie colombienne, qui jouissaient d'une prime sur toutes les autres monnaies.

L'Etat de Tolima possède des placers aurifères très étendus, dont quelques-uns sont exploités avec profit. La propriété d'une compagnie anglaise, "Colombian Hydraulic", connue sous le nom de Mal Paso, donne encore des résultats excellents. Dernièrement les mineurs traversèrent un faux lit de rocs, d'argile et de schiste et rencontrèrent des gisements étendus de riches graviers aurifères.

Une autre compagnie anglaise exploite une mine connue sous le nom de La Rica, où il se rencontre, dans des conditions très favorables, de nombreux lits de gravier aurifère de qualité inférieure, et la propriété donne de bons rendements.

Un américain exploite la mine de Cajongra, qui jusqu'ici a réussi à faire ses frais, tout en exploitant les régions inférieures pour arriver aux meilleures parties des couches de gravier. Les moniteurs remuent à présent de bon gravier et on attend de bons résultats. Les mines d'Orita et Malbar sont exploitées par des compagnies anglaises avec peu de profits. Elles possèdent des rives étendues de gravier aurifère et abondance d'eau. Les mines de Barrito et de Tablaza sont exploitées aussi par des compagnies anglaises, mais jusqu'ici elles n'ont pas rapporté de bénéfices. Une compagnie anglaise a acheté et fait des préparatifs pour mettre en exploitation les mines de Paroquia, où il y a abondance d'eau et d'excellents résultats en perspective.

Une compagnie française exploite la mine de Pavas, et elle a fait venir l'eau à travers la rivière Guarino au moyen d'un siphon avec une chute de 2,000 pieds, en se servant au fond de la mine de tuyaux d'une grande résistance; mais lorsqu'on en a laissé passer l'eau, elle a jailli avec une grande force à travers le

fer même, quoiqu'on ne pût apercevoir aucune ouverture. Les jointures étaient hermétiques et les tuyaux renforcés de bandes de fer. La propriété a de riches graviers, mais on n'a pas encore fait connaître les résultats. Une compagnie allemande exploite les mines de Purnio. Celles-ci ont de riches graviers; la compagnie emploie un procédé breveté, et tient secret les résultats. On croit que cette compagnie fait beaucoup d'argent et elle semble satisfaite des résultats obtenus.

Dans Tolima, il y a encore une grande étendue de placers aurifères qui ne sont pas en exploitation, mais qui appartiennent presque entièrement à des propriétaires du pays attendant une bonne occasion pour disposer de leurs propriétés.

Dans l'Etat d'Antioquia, il y a un grand nombre de mines qui, exploitées sur une petite échelle avec des machines inférieures, donnent de bons résultats. La meilleure de ces mines est probablement celle de Pedro, et l'exploitation de gravier choisi rapporte \$5,000 par mois. Les différentes mines de quartz et de placers ne rapportent quelquefois que \$500 par an, mais le rendement moyen de beaucoup de ces mines est de \$1,000 à \$3,000 par mois. Tout le long des rivières, il y a beaucoup de personnes occupées à laver l'or pendant la saison sèche, et qui gagnent pour ce travail de \$1 à \$2 par jour et quelquefois plus.

Les envois d'or de Medilla, capitale de l'Etat, sont évalués à \$300,000 par mois. Le 23 février une caravane de mulets apporta de l'intérieur à Puerto Barrios de l'or pour une valeur de \$1,240,000, provenant en grande partie, disait-on, de la Mine Crystals, exploitée par une compagnie française. La Mine de Pluma, exploitée par une compagnie anglaise, donne aussi d'excellents résultats.

Les intérêts miniers sont probablement plus actifs dans l'Etat d'Antioquia que dans toute autre partie de la République, mais par suite de la richesse des dépôts, le nombre des indigènes qui travaillent avec des machines inférieures est plus grand que celui des compagnies étrangères qui ont des machines perfectionnées.

Dans la partie basse d'Antioquia, le long des rivières de Cauca et de Nache, on y fait une exploitation minière considérable et une ou deux grandes compagnies anglaises font l'exploitation des mines de quartz. On expédie l'or directement à Barranquilla. On dit à Antioquia, il y a beaucoup de terrains non occupés, mais je pense que les meilleurs terrains ont été pris.

Dans les régions de Choco, la partie occidentale de la Colombie, les petites exploitations et les lavages à main produisent environ \$500,000 par an, et l'on fait dans le sud de l'Etat de Cauca beaucoup de travail au moyen de la main d'œuvre et des écluses.

CONCESSION DE CHEMIN DE FER.

Le 8 mars dernier le Ministre HART a envoyé de Bogotá, au Département d'Etat, une copie du contrat, accordant au Señor JUAN BAUTISTA Y TRUCO la construction d'un chemin de fer allant du port de Girardot à la Savane de Bogotá.

Le concessionnaire s'engage à construire le chemin de fer de

Girardot et à le livrer, complètement terminé, à l'exploitation dans l'espace de cinq années. Il est obligé aussi de remplacer la voie actuelle par une voie de 1 mètre de largeur et à terminer tous les travaux et les terrassements nécessaires; il doit aussi remplacer les rails de la ligne par d'autres pesant vingt kilogrammes le mètre linéaire; remplacer les locomotives par d'autres ne pesant pas moins de 30 tonnes chacune, et le reste du matériel roulant par un autre matériel propre à une voie de 1 mètre. Tout ce travail doit se faire dans les cinq ans. Les dix premiers kilomètres de la ligne de Juntas de Apulo à Bogotá doivent être construits dans un an à partir de la date du contrat. Dans le cas où ces conditions ne seraient pas remplies, le contrat sera annulé, à moins, toutefois, que le délai ne soit reconnu indispensable par le Gouvernement.

Tout le matériel roulant de la ligne, qui est maintenant en construction et en exploitation, doit être réparé et renouvelé en partie dans huit mois après l'approbation du contrat, afin qu'à cette date il soit en condition parfaite, trois locomotives réparées, une nouvelle locomotive de 25 tonnes, deux wagons de voyageurs de première classe, trois wagons de voyageurs de seconde classe, vingt wagons de marchandises et quatre wagons pour le transport de bétail. On devra élargir les dépôts du port de Girardot de manière à suffire à toutes les exigences du trafic.

Le concessionnaire doit fournir une garantie personnelle de \$50,000 en or au crédit du Ministre de Hacienda qui reviendra au Trésor de Colombie si le concessionnaire manque à ses obligations.

GUATÉMALA.

OCCASIONS POUR LE DÉVELOPPEMENT DU COMMERCE.

Le journal "Farm Implement News" de Chicago a publié dans son numéro du 24 mars, un article très intéressant sur le climat, le sol, les productions et autres du Guatémala. Voici un extrait des renseignements démontrant la possibilité de développer le commerce des Etats-Unis avec ce pays:

Ici les affaires s'améliorent. La nouvelle administration organisée immédiatement après l'assassinat de Barrios s'est montrée sage et modérée, et ayant pour

soutien le congrès actuellement en session, la confiance semble être entièrement rétablie; la tranquillité règne donc dans toute l'étendue de la République. La baisse considérable du change pendant les deux dernières semaines nous donne la meilleure preuve que la crise est passée et qu'on ne prévoit aucune agitation. Par suite de la bonne récolte du café (ressource principale du pays), qui a réussi mieux qu'on ne s'y attendait, le commerce s'est amélioré dernièrement et les prix du café ont haussé considérablement. L'effet ressenti dans ce pays est semblable à celui qui a été ressenti aux Etats-Unis par suite d'une abondante récolte de blé et d'une hausse des prix. Avec une amélioration dans la condition des affaires et une bonne administration, on n'a aucune raison de craindre des agitations politiques, et la République devra faire des progrès dans le développement de ses grandes ressources naturelles.

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Le sol du Guatémala est en général riche et excessivement fertile, les productions variant selon l'altitude et la température. Dans la zone torride on cultive les fruits tropicaux: le riz, le coton, le cacao, le caoutchouc, la vanille, etc.; dans la zone tempérée: le café, le sucre, le maïs, le tabac, les haricots, le raisin, etc., et dans la zone froide: le blé, l'avoine et le seigle. On cultive partout les fruits inter-tropicaux. et comme les vallées de la zone du Nord se trouvent un peu au-dessus de l'altitude moyenne et sont par conséquent riches et chaudes, dans le même voisinage on trouve presque toutes les espèces de produits. On y trouve les meilleures oranges et les meilleurs citrons.

Bien qu'on puisse cultiver avec profit et en abondance tous les produits mentionnés, le café est la principale source de revenu du pays, parce que c'est la culture qui rapporte le plus d'argent avec le moins de travail. Pour la même raison on pratique sur une grande échelle l'élevage des bêtes à cornes. En effet le manque de travail a retardé beaucoup le développement agricole parce que les Indiens ou travailleurs indigènes ne veulent pas en général entrer en service. Donc l'immigration d'ouvriers étrangers est très nécessaire et vivement désirée. Les mines d'or et d'argent, les forêts de bois précieux sont aussi des richesses non exploitées par suite du manque de bras. Comme au Mexique et dans les autres pays de l'Amérique du Sud, les habitants se composent de blancs, d'indiens et de métis. Les blancs, ou du moins ceux qui se disent comme tels, composent environ un tiers de la population.

La principale exportation est le café; on exporte aussi une grande quantité de peaux, de cuirs, de sucre, de bois de charpente et de fruits. C'est en Europe qu'on expédie les meilleures qualités de café. Les principaux articles d'importation sont les cotonnades et les lainages, le fer ouvré, les machines, les meubles, le blé, les viandes conservées, les drogues, les médicaments, les vins et les liqueurs. La plupart de ces articles, à l'exception de la farine, sont importés de l'Europe parce que le commerce est le plus souvent entre les mains d'Européens résidant ici, presque tous des Allemands—état de chose qui n'existerait pas s'il y avait des moyens de transport suffisants entre le Guatémala et les Etats-Unis.

L'achèvement du chemin de fer du Nord reliant Guatémala à Puerto Barrios sur l'Atlantique mettra ce pays en communication directe avec les Etats-Unis, et les bateaux à vapeur qui font le service sur l'Océan Atlantique assureront le transport

des marchandises provenant de cette direction. On a déjà construit et mis en exploitation une partie de cette voie sur une longueur de cent trent-cinq milles, et comme la vie et le progrès du pays dépendent de son achèvement, le retard occasionné par l'assassinat du Président BARRIOS dans la construction des soixante milles qui restent ne saurait être de longue durée. Quand cette ligne sera terminée, les produits des Etats-Unis, au delà du Golfe et des ports sur l'Atlantique, trouveront un débouché dans le pays, et les voyageurs américains viendront jouir de ce doux climat ainsi que des paysages qui sont magnifiques.

Quoique ce pays soit si riche en ressources agricoles et en terres non encore cultivées, on ne demandera jamais une grande quantité d'instruments agricoles, car le terrain est trop morcelé et trop inégal pour l'emploi considérable de faucheuses et moissonneuses; mais on demandera beaucoup de charrues, de petits instruments agricoles, de moulins à vent, d'ustensiles pour la fabrication du sucre, de fil de fer bardé, de clous, de quincaillerie, etc., et ces articles qui devraient venir tous des Etats-Unis se trouvent sur les marchés provenant de fabrication européenne. J'ai vu ici en activité plusieurs moulins à vent d'origine américaine; plusieurs d'entre eux venaient de Chicago via San Francisco. Lorsque le chemin de fer du Nord sera achevé, ces marchandises seront expédiées via la Nouvelle Orléans et de là par mer, à Puerto Barrios, route la plus directe qu'on puisse imaginer.

ENTREPRISES DE CHEMINS DE FER ET DE BATEAUX À VAPEUR.

Dans une communication de Guatémala, en date du 2 avril 1898, M. BEAUPRÉ, consul général, informe le Département d'Etat que le 23 mars dernier, l'Assemblée Nationale du Guatémala a officiellement autorisé le Président CABRERA à affermer ou à vendre le chemin de fer du Nord de Guatémala ou encore à conclure un contrat qui puisse assurer son achèvement le plus tôt possible et dans des conditions les plus avantageuses pour la nation.

Comme on l'a déjà dit maintes fois dans le BULLETIN MENSUEL, la construction de cette ligne est le travail le plus important qu'on ait entrepris au Guatémala depuis plusieurs années. C'est le feu Président BARRIOS qui avait eu l'idée de ce chemin de fer; aussi, était-ce son projet favori pendant qu'il était au pouvoir. On a complètement achevé la partie de la ligne s'étendant de Puerto Barrios sur le golfe du Honduras, jusqu'à San Augustine, soit une distance de 133 miles; on a fait le lever des plans du reste de la ligne à la ville de Guatémala (environ 56 miles); on a choisi l'emplacement de la route et reconnu la possibilité de sa construction.

Une fois achevée, cette ligne ouvrira à l'exploitation les plus riches parties de la République produisant le café, de même que

les régions minières, les forêts, et fournira, on l'espère, à cette partie du pays, les occasions de développement si longtemps désirées.

Puerto Barrios se trouve à une distance d'environ 800 milles de la Nouvelle Orléans, et avec l'achèvement de cette nouvelle ligne, il sera très facile de transporter les marchandises américaines, et les commerçants de cette contrée pourront se rendre avec facilité et promptitude aux marchés du Guatémala. Par conséquent, le commerce des Etats-Unis augmentera d'une manière très importante.

En parlant de l'occasion d'acheter ou d'affermir cette ligne, le Consul Général BEAUPRÉ dit :

Les capitalistes étrangers comprendront bien l'importance de cette ligne comme placement, et je crois qu'il n'y a pas l'ombre de doute de la voir achevée en trois ans. Les Américains qui désirent placer leur argent dans des entreprises étrangères feront bien d'examiner la situation. On peut obtenir une concession importante et acquérir la ligne déjà achevée, pour moins de la moitié de la valeur première.

L'Assemblée Nationale a, en plus, autorisé le Président à passer un contrat avec la "Pacific Steam Navigation Company" et la "Campaña Sud Americana de Vapores" du Chili pour le transport des malles-postes entre le port d'Ocos et le Chili, pour une somme de \$15,000 par an qui sera portée jusqu'à \$30,000 lorsque ces navires auront continué leur service jusqu'à San Francisco.

On a remarqué dans un numéro précédent du BULLETIN MENSUEL que ces deux lignes de vapeurs, qui avaient autrefois Panama comme point nord le plus éloigné, ont récemment prolongé leur route jusqu'aux ports de l'Amérique Centrale, avec l'intention de poursuivre avant peu jusqu'à San Francisco.

Comme supplément au rapport précité, le consul général BEAUPRÉ informe le Département d'Etat dans une lettre du 6 avril, que le Gouvernement du Guatémala a passé un contrat avec MM. MAY & JEKYLL, sujets des Etats-Unis, pour l'exploitation du chemin de fer du Nord. Ces messieurs recevront une prime de \$40,000 par mois. M. J. T. NORTON, un américain, a été nommé directeur général, avec résidence officielle à Puerto Barrios. Le contrat est entré en vigueur le 15 avril.

CONDITIONS COMMERCIALES.

D'après un rapport français officiel, publié dans le Nouveau Monde, la valeur des exportations du Guatémala en 1896, de

même que pendant les années antérieures, a été de beaucoup supérieure à celle des importations. Les exportations représentent une somme de 23,085,000 piastres et les importations 9,143,000 piastres. Le rapport dit que la majeure partie des grandes plantations de café appartiennent à des Allemands, dont la plupart ne résident pas dans le pays; par conséquent, les bénéfices vont en Allemagne au lieu d'être dépensés dans le pays.

On évalue les intérêts allemands au Guatémala à plus de 150,000,000 marks (\$6,250,000 en monnaie des Etats-Unis). Les Allemands ont beaucoup contribué au développement des ressources agricoles du pays.

NOTE.—La piastre guatémaliennne a été évaluée par le Directeur de l'Hôtel des Monnaies aux Etats-Unis, le 1^{er} octobre 1897, à environ 42½ cents en monnaie des Etats-Unis.

HONDURAS.

CONCESSION POUR LA CANALISATION ET LA NAVIGATION DE LA RIVIÈRE PATUCA.

M. W. M. LITTLE, consul des Etats-Unis à Tegucigalpa, a informé le Bureau dans une communication en date du 31 mars, que le congrès du Honduras dans sa dernière séance régulière, a accordé à JOHN E. WOOD et à ses associés de Cleveland, Ohio, la concession pour la canalisation et la navigation de la rivière Patuca.

Voici un résumé succinct des principales conditions de la concession :

L'entrepreneur s'engage à faire construire à l'embouchure de la rivière un canal qui en permettra l'entrée aux navires d'un faible tirant d'eau. Il sera aussi obligé de construire un quai et une maison pour la douane. De plus, il sera autorisé à établir et à exploiter une ligne de vapeurs qui feront le service entre l'embouchure de la rivière et un point situé à environ 150 milles au-dessus.

Après avoir rempli toutes les conditions stipulées et énumérées ci-dessus, le concessionnaire encaissera les droits de quai imposés sur tous les articles d'importation ou d'exportation qui entreront dans la rivière; il aura le droit exclusif à la navigation de la rivière au moyen de vapeur, ou autrement, pendant une période

de dix ans, et il aura aussi la préférence en matière de concession pour la construction d'un chemin de fer reliant le point de départ de la navigation indiqué ci-dessus, à tous les points situés dans le département d'Olancho. On lui fera certaines conditions avantageuses pour la colonisation de cette partie du pays. Il aura droit, en plus, à 100,000 hectares de terres nationales.

Le consul LITTLE écrit que la rivière Patuca est le cours d'eau le plus important du pays, et que si cette entreprise de navigation est menée à bonne fin, le transport à vapeur sera établi avec la partie du Honduras la plus riche au point de vue de l'agriculture.

MEXIQUE.

EXTRAITS DU MESSAGE PRÉSIDENTIEL.

Le Président DIAZ a envoyé son message au congrès du Mexique le 1^{er} avril, jour d'ouverture de la séance régulière. Il félicite le pays sur la continuation des relations favorables et amicales qui ont existé pendant de longues années avec les différentes nations.

Au sujet de l'instruction publique, il dit dans son message :

Les examens semestriels dans les institutions d'enseignement élémentaire supérieur de la capitale, des chefs-lieux de préfectures et de territoires, ont eu lieu avec régularité, de même que les examens de fin d'année dans toutes les écoles élémentaires. Le nombre de ces dernières a augmenté considérablement et le total des inscriptions atteint le chiffre de 56,638 élèves, sans compter les rapports du district du sud de la Basse-Californie qui n'ont pas encore été reçus. Presque toutes les écoles nationales sont abondamment pourvues des fournitures nécessaires.

Au sujet de l'exploitation minière, le Président dit :

Les conditions de l'industrie minière sont satisfaisantes. Pendant la période comprise dans ce message on a accordé 957 nouvelles concessions minières, couvrant 8,297 lots de 1 hectare chacun ; les concessions minières accordées conformément à la nouvelle loi du pays se montent à 7,476, couvrant une superficie de 58,543 hectares.

Les exportations de minéraux continuent à augmenter, car on peut voir par les données publiées jusqu'ici que la valeur des minéraux exportés depuis le mois de mai jusqu'au mois de novembre de la même année s'est élevée, en chiffres ronds, à 39,000,000 de pesos, contre un peu plus de 28,000,000 pour le même semestre de l'année 1896. Dans ces exportations la valeur de l'argent se chiffre à 34,000,000 de pesos ; celle de l'or à plus de 3,000,000 et celle du plomb à

1,200,000 de pesos. L'antimoine et le zinc se trouvent aussi parmi les exportations.

On peut avoir une idée du mouvement dans l'industrie minière en constatant l'activité déployée dans quelques-uns des grands établissements métallurgiques fondés au moyen de concessions du gouvernement. La fonderie centrale d'Aguascalientes a reçu pendant l'année fiscale 1896-98, 102,349 tonnes métriques de minerai pour fondre. Pendant la même période la fonderie de San Luis Potosi a fondu 57,653 tonnes, et la grande fonderie de Monterey 185,730 tonnes. L'établissement de Velardeña à Durango a fondu 53,240 tonnes. La Compagnie de Boleo, dans la Basse-Californie, a fondu 171,000 tonnes de minerai de cuivre, et celle de Mazapil, 15,000 tonnes de minerais d'argent et de cuivre.

Le Président donne l'assurance que l'agriculture en est arrivée au point le plus avancé et le plus favorable; on a obtenu pendant l'année dernière de bonnes récoltes qui encouragent l'avenir de cette industrie importante. La valeur de la production agricole pour l'année 1896 est estimée à 221,000 de pesos, sans tenir compte ni du bétail, ni des produits des forêts, ni des fruits.

Le Département de Promotion a reçu un nombre considérable de demandes de concessions pour l'établissement de l'irrigation et de la force motrice des eaux sujettes à la juridiction fédérale. On a libéralement accordé ces concessions qui ont pour objet le développement d'industries d'une grande importance pour le pays.

Le message dit que pendant l'intervalle de temps qui s'est écoulé depuis la dernière réunion du Congrès, il a été accordé aux particuliers, conformément aux patentes, 419,000 hectares de terres publiques.

Au sujet de la colonisation, le Président dit en effet, que certains résultats satisfaisants ont été obtenus, mais non en rapport avec les occasions et les facilités offertes par le pays. Il y a grand besoin d'immigration étrangère, composée de personnes pouvant disposer d'un capital et ayant l'intention de développer les occasions industrielles qu'offre le pays.

On a beaucoup fait, mais il reste encore beaucoup à faire pour l'amélioration des principaux ports maritimes du pays. Les travaux de construction du port de la Vera Cruz se poursuivent avec beaucoup d'énergie et de régularité. Ils permettent aux vapeurs de cabotage de s'amarrer aux quais. Les brise-lames que MM. Pearson & Fils sont en train de construire seront achevés dans un délai raisonnable et le port de la Vera Cruz deviendra alors l'un des plus beaux et des plus commodes du Globe. A

Tampico, la construction de voies maritimes et de brise-lames se poursuit d'une manière satisfaisante. Dans le port de Coatzacoaleos, on a creusé un canal de quatre mètres de profondeur par rapport à la marée moyenne, qui permet aux navires d'un tirant considérable d'eau, de passer la barre et de monter la rivière. Un contrat a été conclu avec MM. Pearson & Fils pour la construction d'un bon port avec des jetées convenables à Salina Cruz, le point terminus sur le Pacifique du chemin de fer de Tehuantepec. Une ligne de navires à vapeur a été établie entre la Vera Cruz et Port Arthur, avec escale à Tampico et à Galveston.

Le message dit que depuis septembre 1897, il a été construit 350 kilomètres de chemins de fer. La longueur totale des lignes de chemins de fer dans la République est actuellement de 11,364 kilomètres; ce nombre est un peu au-dessous de celui donné dans le message présidentiel précédent, parce qu'on a permis à plusieurs compagnies de cesser l'exploitation de leurs lignes, qui, d'après elles, n'étaient pas profitables. On a ajouté 234 kilomètres aux lignes de tramways.

La vente des timbres-poste montre que les correspondances ont augmenté considérablement dans le semestre dernier. Les bons de poste accusent une augmentation de 40 pour cent; le nombre des bureaux de poste et des agences postales a été très augmenté. On a beaucoup aggrandi et amélioré le système télégraphique fédéral. Depuis septembre, on a construit 576 kilomètres de nouvelles lignes et amélioré les anciennes lignes.

Au sujet des finances, le Président dit qu'aucun changement important ne s'est produit ni dans la condition financière du pays, ni dans le Trésor Fédéral. Quant aux banques, il dit que la loi actuelle régissant les banques continue à recevoir l'approbation du Pouvoir Exécutif. Il y a maintenant dans la République 13 banques d'émission en activité et 2 banques nationales faisant les affaires dans la capitale et ayant de nombreuses succursales dans le pays.

ACIÉRIE DE CHIHUAHUA.

On écrit dans le journal "Iron Trade Review" que la Wellman Seaver Engineering Company a entrepris la construction d'une nouvelle aciérie à foyer ouvert dans la ville de Chihuahua, Mexique. Les Etats-Unis fourniront la majeure partie du capital et une nouvelle compagnie en a entrepris l'exploitation. Ce sera

la première aciérie dans la République du Mexique. L'établissement sera moderne sous tous les rapports, pourvu d'appareils perfectionnés, de manière à éviter le plus de travail possible.

La "Compañía Industrial Mexicana" a actuellement en activité à Chihuahua, une laminerie qui a été établie en 1892. Le mobilier consiste en deux fourneaux "Siemens" à gaz; trois trains de cylindres (de 8, 12 et 20 pouces); un marteau de 1,500 livres et sept machines pour couper les clous. La production annuelle est de 10,000 tonnes de fer en barres pour le commerce, de boulons, d'écrous, de rondelles et de fers à cheval, et 12,000 barils de clous. La ferraille qui abonde au Mexique fournit la matière première. L'aciérie à foyer ouvert sera établie près de la laminerie, et on se servira surtout de la ferraille pour la fabrication de l'acier. Il y a des gisements locaux de minerais de fer sec, mais ils n'ont pas encore été exploités.

VOIES CONDUISANT AUX PRINCIPAUX CENTRES COMMERCIAUX.

Le rapport suivant montre les différentes voies par lesquelles on peut expédier et faire entrer des marchandises sur les principaux marchés du pays.

VILLE DE MEXICO.

Via port de la Vera Cruz et le Chemin de fer Mexicain ou le Chemin de fer Mexicain Interocéanique.

Via port de Tampico et le Chemin de fer Central du Mexique.

Via Douane de la frontière de Laredo et le Chemin de fer National du Mexique.

Via Douane de la frontière de Piedras Negras et le Chemin de fer International du Mexique et le Chemin de fer Central du Mexique.

Via Douane de la frontière de Paso del Norte et le Chemin de fer Central du Mexique.

VILLE DE GUADALAJARA.

Via port de la Vera Cruz et Mexico, et de là par le Chemin de fer Central du Mexique.

Via port de Tampico et le Chemin de fer Central du Mexique.

Via Douane de la frontière de Piedras Negras, et le Chemin de fer International du Mexique et le Chemin de fer Central du Mexique.

Via Douane de la frontière de Paso del Norte et le Chemin de fer Central du Mexique.

VILLE DE PUEBLA.

Via port de la Vera Cruz et le Chemin de fer Mexicain, ou le Chemin de fer Interocéanique du Mexique.

Via l'une ou l'autre des Douanes de la frontière du Nord, passant par la Ville de Mexico, et le Chemin de fer Mexicain ou le Chemin de fer Interocéanique du Mexique.

VILLE DE SAN LUIS POTOSI.

Via port de Tampico et le Chemin de fer Central du Mexique.

Via Douane de la frontière de Laredo et la Chemin de fer National du Mexique.

VILLE DE MONTEREY.

Via port de Tampico et le Chemin de fer de Monterey et du Golfe.

Via Douane de la frontière de Laredo et le Chemin de fer National du Mexique.

VILLE DE CHIHUAHUA.

Via Douane de la frontière de Piedras Negras et le Chemin de fer International du Mexique.

Via port de la Vera Cruz et Mexico, de là par le Chemin de fer Central du Mexique et le Chemin de fer International du Mexique.

Via port de Tampico, le Chemin de fer Central du Mexique et le Chemin de fer International du Mexique.

VILLE D'OAXACA.

Via port de la Vera Cruz, et de là par le Chemin de fer du Sud du Mexique.

Via l'une ou l'autre des Douanes frontières du Nord et Mexico à Puebla, et de là par le Chemin de fer du Sud du Mexique.

SAINT DOMINGUE.

AUGMENTATION DE TARIF.

Le Gouvernement Dominicain a fait dans le tarif des douanes de ce pays les modifications suivantes, qui entreront en vigueur le 1^{er} avril 1898:

ARTICLE 1. Il sera créé sur les droits de douane actuellement en vigueur une surtaxe de dix pour cent, destinée exclusivement à la garantie et au remboursement des obligations contractées par le gouvernement dans les opérations qui se poursuivent pour la conversion de la dette extérieure, dénommée " Bons en or consolidés, 4 pour cent, 1893," et " consolidés Réclamation franco-américaine 1895."

ARTICLE 2. Le temps pendant lequel la surtaxe arrêtée dans l'article précédent sera appliquée, dépendra du comité exécutif et sera réglé comme il le jugera nécessaire.

VENEZUELA.

CONTRAT D'IMMIGRATION.

M. W. W. RUSSEL, Secrétaire de la Légation à Caracas, transmet sous date du 10 janvier au Département d'État le texte complet du contrat fait par le Gouvernement de Vénézuéla avec LUDOVICO DORTI, sujet italien, par lequel M. DORTI et ses associés s'engagent à emmener au Vénézuéla 1,000 familles italiennes par an, la condition étant que les membres mâles de ces familles doivent être des agriculteurs, c'est-à-dire, posséder une connaissance élémentaire de l'agriculture, n'avoir pas moins de 18 ans, jouir d'une bonne santé et être moralisés. M. DORTI s'oblige à construire des maisons et les bâtiments nécessaires pour l'usage des colons et leur fournir les ustensiles et instruments dont ils auront besoin pour leurs travaux; il s'oblige encore à élever dans chaque colonie une église et un bâtiment pour bureaux publics et écoles. Le Gouvernement exempté d'impôts les différentes municipalités pour une période de 3 ans et leur accorde chaque année la libre entrée de tous les instruments, machines, effets personnels et matériels métalliques pour 1,000 maisons, leur garantissant en outre les matériaux pour ponts et cours d'eau. Tous les droits civils jouis par les citoyens de Vénézuéla sont étendus aux colons, qui peuvent choisir eux-mêmes un genre quelconque de culture; mais afin d'encourager la viticulture et la culture du blé, on emploiera un tiers de toutes les terres qui sont appropriées, à ces deux cultures. La compagnie aura droit aux mines trouvées dans ces terrains.

Après 3 ans de séjour et de travail agricole, M. DORTI doit donner à chaque famille la maison qui lui a été d'abord attribuée, et à chaque membre de la famille 3 hectares (7.41 acres) des 6 hectares (14.82 acres) de terres de culture qui aient été attribuées à celle-ci. La compagnie s'oblige à établir une ligne régulière de transatlantiques entre le Vénézuéla et l'Italie qui fera deux voyages d'aller et retour par mois entre ces pays, s'arrêtant à Leghorn, Gènes, Barcelona, Teneriffe, Trinidad, La Guayra, et Puerto-Cabello. Ces bateaux pourront s'ils le désirent s'arrêter à d'autres ports. Ils doivent transporter les malles-poste et les paquets

postaux entre ces différents ports sans rémunération de la part du Gouvernement National. La compagnie aura le droit d'établir le trafic côtier entre n'importe quels ports de la République. M. DOTTI s'oblige à établir dans une période de 3 ans une banque avec un capital souscrit d'au moins 20,000,000 bolivars (\$3,960,000), dont 25 pour cent seront conservés en caisse comme fonds de garantie; la banque emploiera son capital à faire des prêts aux colons pour le développement de l'agriculture et l'élevage du bétail. Les fonctions de cette banque seront doubles, une branche pour l'escompte, la circulation et l'émission de monnaie, et l'autre hypothécaire. La première est autorisée à émettre des notes jusqu'à la valeur de 50 pour cent de son capital et la banque hypothécaire ne pourra pas recevoir plus de 7 pour cent sur ses prêts, les remboursements doivent être effectués à des époques convenables pour les débiteurs.

Le contrat contient d'autres nombreuses stipulations, mais les mentionnées ci-dessus sont les principales.

NOUVEAU MINISTÈRE.

Le Cabinet Vénézuélien actuel a été formé de la manière suivante :

Ministre de l'Intérieur	Le Général ZOILO BELLO RODRIGUEZ.
Ministre des Affaires Etrangères	Le Général JUAN CALCAÑO MATHIEU.
Ministre des Finances	Le Général MANUEL ANTONIO MATOS.
Ministre du Crédit Public	M. CARLOS V. ECHEVERRÍA.
Ministre de l'Agriculture, de l'Industrie et du Commerce	Le Général NICOLÁS ROLANDO.
Ministre des Postes et du Télégraphe	M. le Docteur JOSÉ LORETO ARISMENDI.
Ministre des Travaux Publics	M. le Docteur ALBERTO SMITH.
Ministre de la Guerre et de la Marine	Le Général ANTONIO FERNANDEZ.
Ministre de l'Instruction Publique	M. le Docteur BERNARDINO MOSQUERA.
Gouverneur du District Fédéral	Le Général FRANCISCO BATALLA.
Secrétaire Général	VICENTE BETANCOURT, A.

MUSÉES COMMERCIAUX DE PHILADELPHIE.

PRODUCTIONS DE L'AMÉRIQUE CENTRALE.

M. le docteur GUSTAVE NIEDERLIN, chef de la section scientifique des Musées commerciaux, vient de rentrer à Philadelphie après un voyage de huit mois dans les Républiques de l'Amérique

Centrale. M. NIEDERLIN a fait visite aux représentants des différents gouvernements qui l'ont aidé par tous les moyens possibles dans sa recherche de données commerciales. Il a aussi établi des rapports qui seront d'une grande utilité aux Musées. Par suite de ses efforts, il a obtenu que chaque nation désigne une commission chargée de faire une collection de ses productions pour les Musées. A San Salvador, des arrangements ont été conclus par lesquels les représentants du gouvernement remettront à Philadelphie des échantillons classés et feront expédier, par l'intermédiaire des Musées, des échantillons en double, à d'autres institutions semblables qui désirent en recevoir.

De leur côté, les Musées s'engagent à fournir à San Salvador des échantillons en double provenant des autres pays, aux frais du gouvernement de San Salvador. M. NIEDERLIN, pendant son voyage, a vu tous les membres du Conseil international des Musées qui ont assisté à la réunion, tenue dans la ville de Philadelphie le mois de juin dernier. Le "Traffic," journal publié dans cette dernière ville, fait connaître que M. NIEDERLIN a reçu de ces messieurs l'expression de la grande sympathie qui existe dans ce pays pour les Etats-Unis et du désir qu'ils ont d'encourager des relations commerciales avec ce pays. Les transactions commerciales entre les Etats-Unis et les pays de l'Amérique du Sud, dit M. NIEDERLIN, ont augmenté considérablement par suite des efforts de ces délégués, et les impressions qu'ils ont ressenties pendant leur séjour aux Etats-Unis ont eu pour résultat d'augmenter l'intérêt s'attachant déjà à la réunion qui doit avoir lieu l'année prochaine.

ETATS DE L'AMÉRIQUE DU SUD ET DU CENTRE.

RESSOURCES MINÉRALES.

Une brochure récemment publiée par l'"Orinoco Company (Limited)" contient un rapport intéressant sur les minerais de l'Amérique du Sud. Quoiqu'il soit reconnu en général que les ressources des Etats de l'Amérique du Sud et du Centre en minerais de fer et de charbon de terre soient très considérables, on sait très peu de choses sur ces minerais. Toutefois il est très probable que

dans quelques années, ces produits occuperont une place importante parmi les exportations du pays.

Dans la Colombie, on a trouvé des gisements considérables de magnésie et d'hématite rouge et brune. Dans les montagnes de Santa Marta, il existe un grand gisement de magnésie, et à peu de distance on trouve des dépôts de pierre à chaux et de charbon de terre. Selon les derniers rapports reçus du Venezuela, l'exploitation des gisements de minerais de Bessemer se poursuit rapidement. Ces gisements existent sur une longueur de 2 milles et demi, et une largeur d'un demi mille. Le terrain où se trouve le minerai s'incline en pentes régulières jusqu'à la rivière et les bateaux peuvent s'y charger à n'importe quelle profondeur. L'"Orinoco Company," à qui ces gisements appartiennent, dit que la quantité moyenne de fer contenue dans le minerai est de 67 pour cent environ, tandis que la quantité du phosphore est si petite que c'est à peine si l'on en trouve un vestige dans quelques analyses, et la quantité, en moyenne, ne dépasse pas .02 pour cent.

En plus de ces gisements, il y en a de grands dans les montagnes de Timataca, mais on n'a encore fait aucun rapport sur leur étendue et leur qualité.

COMMUNICATION PAR BATEAUX À VAPEUR ENTRE NEW YORK, LES PORTS BRÉSILIENS, MONTÉVIDÉO ET BUENOS AYRES.

M. FRANÇOIS S. JONES, Secrétaire de la Légation des Etats-Unis à Buenos Ayres, a envoyé au Département d'Etat un rapport étendu sur le commerce et les communications par bateaux à vapeur entre les Etats-Unis et la côte atlantique de l'Amérique du Sud, dans lequel il donne aussi des indications et présente des arguments en faveur de l'établissement d'une ligne américaine de vapeurs pour faire le service entre les ports de ces contrées.

Pendant les dernières années les conditions changeantes, dues principalement au système douanier des deux pays, ont empêché tout développement permanent du commerce entre la République Argentine et les Etats-Unis; malgré ces circonstances, notre com-

merce avec ce pays a augmenté graduellement, comme le démontre le tableau suivant :

Année.	Exportations des Etats-Unis à destination de l'Argentine.	Importations aux Etats-Unis provenant de l'Argentine.
1892	\$2, 927, 488	\$5, 343, 798
1893	4, 979, 696	5, 239, 095
1894	4, 862, 746	3, 497, 030
1895	4, 456, 163	7, 675, 270
1896	5, 979, 046	9, 313, 385
1897	6, 072, 478	10, 772, 627

On voit que le commerce entre les Etats-Unis et la République Argentine s'est élevé en 1897 à \$16,845,105, soit une plus-value de \$8,573,819 sur le commerce de ces pays en 1892.

Malgré que le commerce des Etats-Unis avec l'Uruguay et le Brésil soit resté à peu près stationnaire, il est toutefois si considérable, surtout avec le Brésil, qu'il mérite d'être mentionné pour bien démontrer ce sujet.

Commerce des Etats-Unis avec l'Uruguay et le Brésil.

Année.	Uruguay.		Brésil.	
	Exportations à.	Importations de.	Exportations à.	Importations de.
1892	\$939, 030	\$2, 480, 890	\$14, 291, 873	\$18, 633, 604
1893	960, 606	1, 623, 380	12, 388, 124	76, 222, 138
1894	1, 415, 171	1, 419, 573	13, 866, 006	79, 360, 159
1895	1, 262, 001	2, 699, 684	15, 165, 070	78, 831, 476
1896	1, 481, 200	3, 242, 428	14, 258, 187	71, 060, 046
Commerce Anglais (1896)	5, 407, 678	1, 568, 354	32, 430, 376	19, 727, 151

La diminution sensible dans les exportations au Brésil en 1893 est due principalement à la révolte de la marine pendant cette année et aux effets désastreux qui en ont été la suite. Il est étonnant, quand on considère le montant actuel de ce commerce, qu'aucune compagnie américaine de transport n'ait essayé à entrer en concurrence pour s'emparer d'une partie de ce commerce.

Les lignes de vapeurs "Norton" et "Prince" (lignes anglaises) sont les seules qui font un service régulier entre New York et Buenos Ayres. La ligne "Norton" fait le service bi-mensuel direct de New York à Montévidéo et Buenos Ayres, mais elle ne fait pas escale aux ports brésiliens dans ses voyages d'aller. Les bateaux de la ligne "Prince," qui sont des bateaux de

marchandises avec place pour un nombre limité de voyageurs, font un service bi-mensuel entre le point terminus précité, s'arrêtant dans leur voyage du nord à Santos, Rio, Bahia et Pernambuco. Les bateaux les plus rapides de cette ligne mettent vingt-huit jours en moyenne pour faire le trajet.

La Compagnie anglaise "Lamport & Holt" a un bateau de marchandises qui fait le service entre New York et Buenos Ayres une fois par mois. Les vapeurs réguliers de voyageurs sur cette ligne ont pour point terminus sud, Rio de Janeiro, où ils donnent des correspondances à leurs voyageurs allant à Buenos Ayres pour les différents navires des lignes européennes qui font escale à Rio de Janeiro, en route pour Buenos Ayres. En plus de ces lignes, il y a aussi un service de bateaux tri-mensuel entre New York et Pará. Ces bateaux sont de 1,500 à 2,000 tonnes, ce qui est fréquemment insuffisant, et les marchandises restent par conséquent sur les quais, ce qui cause un délai de dix jours pour leur expédition.

Les vapeurs de la "Lamport & Holt Line" mettent 22 à 23 jours en moyenne, pour faire le trajet entre New York et Rio de Janeiro. Ajoutez à ceci, les quatre jours de voyage de Rio à Buenos Ayres par les navires les plus rapides, touchant à ce port en venant de l'Europe, et vous verrez qu'il faut de 27 à 28 jours pour faire le voyage de New York à Buenos Ayres, sans compter les retards que l'on peut éprouver à Rio, les navires ne correspondant pas toujours à date fixe.

Voici les prix en or du charbon, et voici aussi les ports les plus propices pour faire des approvisionnements de charbon; ces données sont extraites d'un rapport officiel fait par un navire de guerre des Etats-Unis pour l'année 1897, au sujet des approvisionnements de charbon.

Place.	Espèce de charbon.	Prix.	Facilités pour prendre à bord le charbon.
Les Bermudes	Pocahontas	\$7. 14	Bonnes; par gabarres.
Santa Lucia.....	do	4. 32	Excellentes; par le quai.
Barbade.....	Cardiff	6. 09	Bonnes; par gabarres.
Pernambuco.....	do	8. 88	Assez bonnes; par gabarres; et bonnes à l'intérieur des brise- lames ou récifs.
Rio de Janeiro	Welsh.....	9. 73	Bonnes; par gabarres.
Buenos Ayres.....	Cardiff	7. 50	Bonnes; par le quai.

Quoique les prix du charbon varient naturellement dans ces ports, on peut considérer les chiffres ci-dessus comme moyenne des prix obtenus pendant ces dernières années.

Les principales exportations des Etats-Unis au Brésil dans l'Uruguay et dans la République Argentine sont: le bois de charpente, les machines agricoles, le pétrole et les marchandises diverses, telles que: la quincaillerie, le fer, les outils, les agrafes et les cotonnades.

Les principales importations des Etats-Unis provenant du

Brésil sont: le café, le sucre et le caoutchouc; de l'Uruguay, les cuirs et la laine; et de la République Argentine, les cuirs, la laine, les graines de lin, le crin et le sucre.

Voici les tarifs de fret pour les principaux articles d'exportation et d'importation:

	Article.	A raison de.
Buenos Ayres à New York ..	Fret divers	\$5 par tonne et \$4 par pied cube.
Rio de Janeiro à New York ..	Café	35 cents par sac.
Bahia à New York	Café et sucre	35 cents par sac et \$3.65 par tonne.
Pernambuco à New York	Sucre	\$2.40 à \$3.65 par tonne.
Para à New York	Caoutchouc	\$8 par tonne; 25 cents par pied cube.
New York à Pernambuco ...	Fret divers	30 cents par pied cube et 10 pour cent de primage.
New York à Bahia	do	41 cents par pied cube et 10 pour cent de primage.
New York à Rio de Janeiro. do	do	30 cents par pied cube et 10 pour cent de primage.

On évalue les importations et exportations entre New York et l'Uruguay, et la République Argentine pendant les années fiscales de 1895 et 1896, de la manière suivante:

Pays.	New York.			
	1895.		1896.	
	Importations.	Exportations.	Importations.	Exportations.
Brésil	\$69, 298, 288	\$11, 091, 495	\$63, 712, 131	\$10, 674, 519
Uruguay	2, 572, 254	1, 020, 958	2, 759, 933	1, 162, 928
République Argentine ..	4, 127, 597	3, 780, 110	5, 135, 419	4, 574, 328
Total	73, 998, 139	15, 881, 563	71, 607, 413	16, 411, 775

M. JONES dit que le commerce total entre New York, le Brésil, l'Uruguay et la République Argentine en 1895-96 (année qui a été prise comme moyenne), s'est élevé à \$103,013,339, transporté par 184 voiliers, dont le tonnage total était de 116.558 tonnes, et par 331 vapeurs d'un tonnage total de 470.941 tonnes. Sur ce nombre de bateaux, il y avait seulement 71 voiliers de nationalité américaine, représentant un tonnage de 48.724 tonnes, et quant aux vapeurs, il n'y en avait pas un seul portant le drapeau américain.

Les lignes de vapeurs "Lamport & Holt," "Newton" et

“Prince” ne sont pas subventionnées, cependant on affirme dans ce rapport qu’elles sont dans un état très prospère et le bruit court que les dividendes annuels sont de 15 à 20 pour cent.

Il résulte des faits et chiffres donnés par M. JONES que non seulement le besoin se fait sentir d’une ligne de navires portant le drapeau américain, mais qu’il se présente une grande occasion pour l’établissement d’une ligne américaine de bateaux à vapeur entre les ports des Etats-Unis et ceux du Brésil, de l’Uruguay et de la République Argentine.

Le rapport indique la grandeur et la vitesse des navires requis pour ce service particulier; de même que les routes, les stations de charbons et les bons ports d’arrêt.

La loi relative au sujet de la rémunération pour le transport des malles-postes des Etats-Unis est rédigée comme suit:

Conformément à l’article 3 de l’acte approuvé le 3 mars 1891, le Gouvernement des Etats-Unis accorde à toute compagnie américaine de vapeurs qui sera organisée, la somme de \$2 par mille pour chaque voyage d’aller pour le transport des malles-postes des Etats-Unis, pourvu:

- (1) Que ses navires soient construits aux Etats-Unis.
- (2) Qu’ils soient construits en fer ou en acier.
- (3) Qu’ils soient construits de façon à pouvoir être convertis en croiseurs auxiliaires en temps de guerre.
- (4) Qu’ils puissent maintenir une vitesse de 16 nœuds per heure en temps ordinaires.
- (5) Qu’ils possèdent un gros tonnage enregistré d’au moins 5,000 tonnes.

C’est sous une clause semblable du même acte que la “International Navigation Company” a pu s’organiser, se développer et atteindre le premier rang parmi les grandes lignes de navigation à vapeur qui relient maintenant l’Europe aux Etats-Unis.

MISCELLANÉES COMMERCIALES.

RÉPUBLIQUE ARGENTINE.

L’industrie du Fromage et
du Beurre.

Un rapport officiel sur la République Argentine fait connaître que l’industrie du beurre prend des proportions considérables; les exportations annuelles de cet article s’élèvent actuellement à 15,000 caisses, tandis qu’il y a quelques années on importait presque tout le beurre consommé dans la République. Une compagnie anglaise a acheté une fabrique déjà établi à Tandil, dans la Province de Buenos Ayres et compte

en augmenter la production sur une grande échelle. Cette entreprise a, sans contredit un bel avenir car le lait et la crème abondent dans le pays. La production du fromage fabriqué dans les maisons a remplacé l'importation.

Lumière Électrique à Buenos Ayres. La municipalité de Buenos Ayres a passé un contrat avec la Compañía General de Electricidad, de cette ville, pour l'éclairage des rues par l'électricité. Pour commencer, on installera immédiatement 300 lampes Ampères de huit bougies chacune. Voici les prix: Pour 120 lampes brûlant toute la nuit, \$27 chacune; pour 180 lampes brûlant jusqu'à une heure du matin, \$20.25. De cette manière on supprimera 990 lampes à gaz qui coûtent maintenant \$7 chacune. Le premier contrat sera pour un an seulement, en attendant de la part du gouvernement l'autorisation de prolonger le contrat.

Exportation de Bétail sur Pied. Le "Butchers' Advocate" du 31 mars 1898, journal publié à Chicago et à New York, dit que l'"Anglo-Argentine Live-stock Agency," à Buenos Ayres, a établi, pour le transport du bétail, une ligne de navires qui feront le service à intervalles réguliers entre cette ville et l'Angleterre. Ces navires sont de six milles tonneaux environ et transporteront chacun six cents bestiaux et deux milles moutons. Ils sont aussi complètement pourvus de tout ce qui est nécessaire pour faciliter le transport du bétail. On prévoit donc maintenant que l'exportateur pourra débarquer en Angleterre le bétail argentin dans des conditions qui lui permettront de faire concurrence aux animaux exportés des Etats-Unis et du Canada.

Statistique sur les Journaux. Le Señor DON FRANCISCO LATZINA, directeur général de la Statistique, fournit les données suivantes relativement aux journaux publiés dans la République Argentine: Il y a en tout 472 journaux, dont 64 paraissent journallement; 16 trois fois par semaine; 44 deux fois par semaine; 191 toutes les semaines; 4 tous les dix jours; 55 toutes les quinzaines; 64 tous les mois; 2 trois fois par an; 13 à intervalles réguliers et 8 sur lesquels on ne possède aucun renseignement particulier. Sur ces 472 journaux, 8 sont publiés en anglais, 8 en allemand, 8 en français, 22 en italien, 1 en danois et les 425 autres sont publiés en espagnol. Parmi ces derniers, 413 appartiennent à des Argentins et 12 à des Espagnols.

BRÉSIL.

Introduction de Wagons-Poste. On vient d'introduire dans l'Amérique du Sud le système de wagons-poste sur les chemins de fer. Le Chemin de fer Central du Brésil, qui appartient au gouvernement, a fait à la Wason Car Company de Springfield, Mass., une commande de six wagons-poste. Il est spécifié que ces wagons doivent être construits, autant que possible, d'après le modèle des wagons-poste américains, et qu'ils soient finis en dedans et au dehors, non pas en bois blanc qu'on emploie généralement, mais en acajou, bois que les Brésiliens préfèrent. On s'est servi de vieux embrayages anglais, dont on a modifié les dimensions afin de les adapter à la voie de cinq pieds en usage au Brésil. On a aussi envoyé un détail des prix de wagons de voyageurs expédiés dernièrement à cette même ligne.

CHILI.

Usine pour la Production
de l'Électricité à Puntas
Arenas.

La "Revue Électrique" fait connaître qu'à Puntas Arenas (Chili), dans le détroit de Magellan, on poursuit activement les travaux de construction de la première usine pour la production de l'électricité destinée à l'éclairage. Les machines ont été expédiées de New York aussitôt que les bâtiments destinés à les recevoir ont été achevés.

MEXIQUE.

Chemin de Fer Central de
Coahuila.

Le journal "Modern Mexico," publié dans les villes de Mexico et de Saint Louis, dit qu'on a accordé une concession pour la construction du Chemin de fer Central de Coahuila projeté entre Saltillo et Trevino, et construit sur le modèle des différentes lignes. On a fait les arpentages préliminaires et acheté les rails d'acier. On a commencé la construction de la ligne le premier avril. La longueur de ce chemin de fer sera d'environ quatre-vingt-dix kilomètres, et la ville de Saltillo sera mise en rapport avec les principales lignes du Mexique et des Etats-Unis. En dehors de la construction et du matériel de la ligne, la compagnie doit faire construire un hôtel moderne qui, avec l'achèvement de la ligne, augmentera de beaucoup l'importance de Saltillo. Cette ville est déjà importante au point de vue des manufactures; elle renferme de grandes minoteries, des fabriques de savon, des fabriques d'huile de graine de coton, et des filatures de coton; elle est éclairée à l'électricité; elle possède un bon système de tramways et donne d'autres preuves de son esprit d'initiative et de son accroissement.

L'Industrie de la Canne
à Sucre.

La production de la canne à sucre au Mexique n'est pas ce qu'elle pourrait être, et son industrie est, pour ainsi dire, encore en enfance. M. J. YORBA, un expert en terrains, et dont les rapports sur les ressources font foi, a écrit un article publié récemment dans le "Modern Mexico," au sujet des avantages qu'offre ce pays par rapport à la culture de la canne à sucre et sur son importance probable dans l'avenir. La canne à sucre pousse et est cultivée jusqu'à un certain point dans chaque partie de la République du Mexique, sauf dans le District Fédéral et dans l'Etat de Tlaxacala. Dans quelques districts l'industrie n'est pas encore un succès, au point de vue commercial. Il est probable que la raison principale de l'insuccès des plantations sucrières du Mexique provient de ce qu'une portion considérable de l'étendue, convenable à la culture de la canne à sucre, n'est pas cultivée, mais qu'elle attend les capitaux étrangers et l'entreprise pour venir en aide. Très peu de planteurs mexicains tiennent compte de la qualité du sol, ce qui pourtant est un des points le plus essentiels pour arriver à de bons résultats financiers.

Culture du Café.

L'Isthme de Tehuantepec, pays presque inconnu il y a quelques années, promet de devenir un des plus grands districts caféiers de l'Amérique du Nord. Le pays possède des avantages exceptionnels et engageants par rapport à la qualité et à la facilité de production; par rapport aussi au sol, aux facilités de transport, au climat et autres condi-

tions si essentielles pour la réussite des plantations de cafés. On peut le cultiver à très peu de frais; il est d'une qualité excellente et obtient de bons prix.

Le Gouvernement Mexicain, représenté par M. LEAL, ministre de "Fomento," vient de passer avec MM. **Exploitation du Guano dans les îles du Golfe du Mexique.**

LOUIS ROSSI et EDUARDO CHESIO, un contrat pour l'exploitation des gisements de guano dans les îles désertes situées dans le Golfe du Mexique, près des côtes de Campêche et du Yucatan. La concession est faite pour une durée de dix ans, elle s'applique aux îles Alacranes, Arcas, Arenas, Bermeja, Banco Nuevo, Cancan Contoy, Desertora, Besterradora, Holhose, Obispo, Pajaros, etc., ainsi qu'aux récifs situés en face du Cap Catoche. Les concessionnaires paieront au gouvernement 75 centavos par tonne de guano enlevé; ils paieront en outre les droits d'exportation prévus par le tarif. MM. ROSSI et CHESIO sont tenus de commencer les travaux d'exploration dans les six mois qui suivront la signature du contrat et de commercer l'exploitation dans les six mois suivants.

Puits Artésiens et Moulins à Vent. Un grand nombre de citoyens des Etats-Unis sont allés au Mexique ces dernières années et se sont engagés dans différentes entreprises, spécialement dans l'agriculture. Le manque d'eau a retardé sérieusement le développement de cette dernière industrie dans le passé, mais cette difficulté a été surmontée par l'introduction dans le pays de puits artésiens et de moulins à vent. On a creusé dernièrement un puits sur la place de la ville de Leon, état de Guanajuato, et l'eau a jailli à une profondeur de 700 pieds et a donné un jet d'eau considérable. Le succès de l'entreprise a été promptement reconnu, et il a spécialement appelé l'attention sur ce système pour obtenir de grandes provisions d'eau; et certainement il aura pour résultat d'introduire des moulins à vent, ainsi que des puits artésiens pour fournir les eaux destinées aux besoins de la vie et à ceux de l'irrigation.

Inauguration du Chemin de Fer Électrique. On vient d'achever au Mexique la première ligne électrique, reliant Jalapa, capitale de l'Etat de Vera Cruz, à Teocelo. Cette ligne sera ouverte au trafic général dans quelques jours, et on espère que le Président de la République assistera aux cérémonies de l'inauguration de cette entreprise.

URUGUAY.

Dans une communication de Montévidéo en date du 24 février, M. SWALM, consul des Etats-Unis, a informé le Département d'Etat que des préparatifs se poursuivent définitivement pour l'inauguration des travaux d'amélioration du port de Montévidéo, qui sont si nécessaires. Comme on l'a déjà dit dans le BULLETIN MENSUEL, des ingénieurs habiles, parmi lesquels se trouvent plusieurs Américains, ont soumis au gouvernement des plans pour l'exécution de ces travaux. Ces plans, dit le Consul, seront tous examinés de nouveau, et aussitôt le choix fait, l'entrepreneur commencera les travaux pour creuser le port et construire des brise-lames. Ces travaux coûteront de \$7,000,000 à \$15,000,000, et on appelle l'attention des entrepreneurs des Etats-Unis sur cette entreprise.

VENEZUELA.

Importations pour le Mois de
Mars 1898.

Un rapport officiel transmis dernièrement au Bureau fait connaître que les importations totales du Venezuela, provenant de New York pendant le mois de mars 1898, se sont élevées à la somme de \$326,519, dont \$67,500 en monnaie d'or et le reste en marchandises diverses. Pour le mois correspondant de l'année précédente, le total des importations d'or provenant du même port était de \$4,911, accusant une augmentation de \$462,588 en faveur du mois de mars 1898. En mars 1898, l'importation de marchandises s'est élevée à la somme de \$290,615. Si l'on compare ce chiffre à celui du mois correspondant de l'année 1898, il ressort une plus-value de \$31,596 en faveur du mois de mars 1897. Il résulte de ces comparaisons une augmentation de \$30,992, en faveur du mois de mars 1898.

Distilleries à Caracas
et à Puerto Cabello.

On a informé le Bureau qu'un représentant du "Whisky Trust" est parti pour Caracas et Puerto Cabello (Venezuela), en vue de diriger la construction de deux nouvelles distilleries qui coûteront environ \$1,000,000. Les machines destinées à ces fabriques sont prêtes à être expédiées, et on prévoit que ces fabriques seront mises en marche pendant l'année courante. Les ascenseurs pourront contenir 20,000 boisseaux de grain et les deux usines pourront distiller journellement 3,500 boisseaux, équivalant à 16,000 gallons d'alcool et de spiritueux pour boissons. Les distilleries seront construites d'après une concession accordée par le gouvernement vénézuélien, qui permet au concessionnaire d'importer les matériaux en franchise de droit et exempte ses produits de tous impôts pendant six ans. Le droit actuel sur les spiritueux est de \$2 par gallon (reconnu). On fabrique la plupart des spiritueux pour boissons avec des fruits et de la canne à sucre, ou bien on les importe de l'Europe.

Décret Relatif aux Envois
Maritimes.

On appelle l'attention des expéditeurs sur le décret suivant, récemment publié par MANUEL A. MATOSI, Ministre des Finances des Etats-Unis du Venezuela, car s'ils ne s'y conformaient pas les importateurs pourraient avoir beaucoup de difficultés. Le gouvernement est désireux d'obtenir des renseignements sur l'arrivée des navires venant de ports étrangers, ainsi que sur le contenu des lettres d'envoi consulaires de leurs cargaisons respectives, afin d'éviter le retard occasionné par l'attente d'un navire suivant qui apporte au Ministre des Finances à Caracas le duplicata des lettres d'envoi des consuls à l'étranger. Pour obvier à cet inconvénient, le Président de la République décrète :

"Qu'à partir du 1^{er} avril 1898, les importateurs de marchandises étrangères devront, dans un délai de six jours après l'arrivée du navire, présenter à la Douane, avec leur connaissance, l'original de leurs factures consulaires respectives, de même qu'une copie conforme que les autorités de la Douane remettront au Ministère des Finances, avec une note constatant que lesdites copies ont été comparées avec l'original."



SENHOR SALVADOR DE MENDONÇA.

See pages 2096, 2157, 2210, 2255.

MONTHLY BULLETIN

OF THE

BUREAU OF THE AMERICAN REPUBLICS,

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JUNE, 1898.

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THE BUREAU OF THE AMERICAN REPUBLICS.

A BRIEF SKETCH OF ITS ORIGIN, CHARACTER, AND
PURPOSES.*

The idea of the creation of an international bureau, or agency, representing the Republics of the Western Hemisphere, was suggested to the delegates accredited to the International American Conference held in Washington in 1889-90, by the conference held at Brussels in May, 1888, which planned for an international union for the publication of customs tariffs, etc. The Bureau of the Universal Postal Union, conducted by the Government of Switzerland, was cited by the committee of the first-named conference, which submitted the original plan for the American Bureau, as an example of the economy and practicability of such a scheme.

On March 29, 1890, the International American Conference, by a unanimous vote of the delegates of the eighteen countries there represented, namely: The Argentine Republic, Bolivia, Brazil, Chile, Colombia, Costa Rica, Ecuador, Guatemala, Haiti, Honduras, Mexico, Nicaragua, Paraguay, Peru, Salvador, United States, Uruguay, and Venezuela, provided for the establishment of

* Printed also in separate form for distribution at the Trans-Mississippi Exposition at Omaha.

an association to be known as "The International Union of American Republics for the Prompt Collection and Distribution of Commercial Information," which should be represented at the capital of the United States by a Bureau, under the title of "The Bureau of the American Republics." This organ, so to speak, of the independent governments of the New World was placed under the supervision of the Secretary of State of the United States, and was to continue in existence for a period of ten years, and, if found profitable to the nations participating in its advantages, it was to be maintained for successive periods of ten years indefinitely.

At the first session of the Fifty-first Congress of the United States, that body, in an "Act making appropriations for the support of the Diplomatic and Consular Service, etc.," approved July 14, 1890, gave the President authority to carry into effect the recommendations of the Conference so far as he should deem them expedient, and appropriated \$36,000 for the organization and establishment of the Bureau, which amount it had been stipulated by the delegates in the Conference assembled should not be exceeded, and should be annually advanced by the United States and shared by the several Republics in proportion to their population.

On August 26, 1890, Mr. WILLIAM E. CURTIS was appointed Director and was instructed to organize the Bureau. Within a very short time he demonstrated the wisdom of the Conference, on whose recommendation it had been created. The Bureau sprang into almost immediate public favor through the care and skill with which it performed its important functions of collecting, collating, and disseminating information respecting the resources, growth, and business opportunities of the Spanish-American Republics, and in presenting to them the many advantages offered by the markets of the United States.

The Conference had defined the purpose of the Bureau to be the preparation and publication of bulletins concerning the commerce and resources of the American Republics, and to furnish information of interest to manufacturers, merchants, and shippers, which should be at all times available to persons desirous of obtaining particulars regarding their customs tariffs and regulations, as well as commerce and navigation.

The working force selected by Mr. CURTIS consisted of a competent staff of Spanish and Portuguese translators, clerks, stenographers, etc., and their task was by no means a light one. At the very outset it became necessary to gather around a slender nucleus a library of statistical and official publications of the several Governments contributing to the common end—a library which to-day is in many respects unique. It is formed of official and general literature concerning the American Republics, many volumes of which have been contributed gratuitously by them, and it receives regularly the principal periodicals and newspapers published in Latin America. These latter are kept on file, and have proved a great convenience to the Diplomatic Corps and seekers after information concerning the meridional nations. In no other place can the same information be obtained in so concrete a form, and no other shelves and files offer the same opportunities for the study of the diversified Spanish-American customs, society, history, and commerce. The number of publications in the library of the Bureau is as follows: Bound in cloth, 1,542; bound in paper, or pamphlets, 2,318; periodicals, 140; newspapers, 65; making a total of 4,065 publications, which are being constantly added to by purchase and contribution.

The principal work of the Bureau during the eight years of its existence has been the compilation of handbooks and commercial directories, which have been and still are published periodically, covering every country contributing to its support and the several Old World colonies in the Western Hemisphere. They contain general and specific information of the character sought by the merchants, manufacturers, and shippers of the American continents. These publications are compiled from information received directly from official and authentic sources, without regard to previous publications upon the same subjects, and their preparation has involved, necessarily, a great amount of labor, study, correspondence and expense. This last has been the one serious drawback with which the several directors have had to contend. All of them have been keenly alive to the great field of usefulness opened up to the Bureau from its very inception, and it is to their credit that with the meager means at their command they have done so much to educate the peoples of the countries forming the

International Union as to their respective resources and trade capabilities, to promote commerce, and to expand and broaden the fraternal relations existing between them.

When the Bureau first came to undertake this inviting task, the ignorance concerning the political, commercial, and social conditions prevalent in all the nations now banded together for the common weal was widespread, while many so-called standard publications in English were found in numerous cases to be absolutely unreliable as to statements regarding Central and South American countries. The care with which the bulletins of the Bureau are prepared, and the fact that they are submitted before publication to the inspection and revision of the officials or diplomatic agents of the Governments to which they relate, tend to make them reliable, accurate, and authentic. That these qualities are recognized is abundantly evidenced by the fact that the bulletins and other publications of the Bureau have caused revision in the text of popular encyclopedias, geographies, and other school-books concerning the Latin-American countries.

The demand for the publications of the Bureau was very great from the first, far exceeding the supply made possible under the limited pecuniary support vouchsafed the Bureau. This state of affairs confronted the original Director and very seriously affected the usefulness of the Bureau by preventing many thousands of persons who desired and were entitled to information from securing it. From the establishment of the office until October, 1893, the publications were distributed gratuitously, and the editions of 5,000 and less of each of them were necessarily restricted to a few public libraries, commercial organizations, and individuals directly interested in trade with the countries to which they refer. The applications for bulletins from the United States alone during the first year of the existence of the Bureau numbered 38,000, and the other Republics applied for an almost equal number.

During the second year the demand for the publications assumed such increased proportions and so numerous did the requests for them from Members of Congress for their constituents become, that at the first session of the Fifty-second Congress special editions of the principal bulletins were ordered by that body for distribution by Senators and Representatives. Not the

least among the applicants for the Bureau's publications were the public schools of the United States, whose especial attention had been directed to the study of Spanish-American affairs by the meeting of the International American Conference; yet it was manifestly impossible as well as unfortunate that the more than 11,000 public libraries in the United States, not to mention those in the sister Republics, and the 120,000,000 inhabitants of the nineteen Republics interested, could not have the Bureau publications fairly distributed among them.

To meet this demand and the ever-increasing requests from those for whose benefit the Bureau was established, was a perplexing question which early pressed itself upon the attention of the executive officers of the Bureau. The second Director, Mr. CLINTON FURBISH, who assumed charge on May 18, 1893, and held office until March 29, 1897, issued a circular in October, 1893, setting forth the facts as above indicated and announcing that thereafter a small price would be charged for all the publications, with the view to securing impartiality of distribution. This experiment, which it was at first thought would result in a lessened demand demonstrated, within a very few months, that the Bureau had taken a firmer hold upon the commercial elements of the different countries interested than was originally anticipated. Requests for information and publications flowed in with increasing force and a considerable revenue for increasing the scope of the Bureau's work may be reasonably expected from this source.

During the incumbency of Mr. FURBISH, in accordance with the recommendations of the International American Conference, the issue of MONTHLY BULLETINS was inaugurated, the purpose being to procure and publish information regarding different industries of the several Republics and the possibilities of profit in their development. The first of these BULLETINS was issued in October, 1893, being entitled "Coffee in America." The second was issued in November under the title of "Coal and Petroleum in Colombia." The publication is now in its fifth volume. The ever-increasing size of this work is the best evidence of the hold it has on all those classes which the Bureau was established to reach and to benefit.

During the year 1896 a most important step was taken by the

representatives of the countries composing the "International Union of American Republics." For the purpose of carrying out the evident intentions of the organizers of this movement an invitation was extended to the accredited representatives of the nations forming the Union, requesting them to meet the Secretary of State of the United States for the purpose of consulting in regard to the future work of the Bureau and of enlarging its scope. This meeting was held at the Department of State on April 1, 1896, all the independent nations of the Union being represented, with the exception of the Argentine Republic, Bolivia, Paraguay, Santo Domingo, and Haiti. A noticeable feature of the discussion which ensued was the marked interest evinced in the work of the Bureau by those present and their desire to extend its usefulness. A committee of five members was appointed to report upon the best means to carry out the ideas of the representatives. It was composed of Señor DON MATÍAS ROMERO, Envoy Extraordinary and Minister Plenipotentiary of Mexico; Senhor SALVADOR DE MENDONÇA, Envoy Extraordinary and Minister Plenipotentiary of Brazil; Señor DON JOSÉ ANDRADE, Envoy Extraordinary and Minister Plenipotentiary of Venezuela; Señor DON ANTONIO LAZO ARRIAGA, Envoy Extraordinary and Minister Plenipotentiary of Guatemala, and Señor DON JOAQUÍN BERNARDO CALVO, Chargé d'Affaires ad interim (since promoted to Minister Resident) of Costa Rica.

Having devoted much time to the matters submitted to them, the committee made a final report, June 4, 1896, which was adopted by the representatives as a basis for the government of the affairs of the Union. The report was to the effect that the intention of the International American Conference was to establish a Bureau entirely international in character; that in view of this purpose it was desirable that citizens of the various countries composing the Union should be equally eligible to all the positions in the Bureau through competitive examination; that the common interest would be subserved by widening the scope of the work of the Bureau by making it the organ of the Union, not only for the purpose of collecting and disseminating commercial information, but of dealing with all subjects relating to economic life and growth of the countries of the Union; that such

enlargement of the work necessitated increased expenditures, while it was not desirable to exceed the limits of the original estimate of expense; that this increase of expenditures would best be met by the admission of advertisements in the publications of the Bureau. Thereupon the report recommended that the Director of the Bureau be instructed to take immediate action looking to the insertion of advertisements in the publications, and proposed further a plan for the reorganization of the Bureau, which incorporated certain regulations regarding the examinations for applicants for positions, and created a permanent executive committee to be composed of five of the representatives of the American nations constituting the Union. Four of these shall be called to serve *ex-officio* in said capacity by turns in the alphabetical order of the names of their nations in one of the four languages of the Union, previously selected by lot at a meeting of the representatives of the same, the Secretary of State of the United States being always, *ex-officio*, a member. At the end of the first year the first member of the committee shall be replaced by the fifth representative in the alphabetical list, the second by the sixth at the end of the second year, and so on in rotation from year to year. The Executive Committee shall convene in ordinary session on the first Monday of every month, and in extraordinary session whenever invited by the Secretary of State, and may, when so requested by a majority of its members, call a meeting of all the representatives of the Union.

The Executive Committee acts as a board of supervision of the administration of the Bureau, and three of its members personally, or by agents designated by them, form part of the board for the examination of applicants for positions in the Bureau. It audits the accounts of the Bureau. The Director is instructed to make a report to the Governments forming the Union as soon as possible after the 1st day of July of every year, on the work of the Bureau for the preceding year. This report, aside from presenting a detailed account of the receipts and expenditures for the year which it covers, shall indicate the quotas to be paid by the respective countries forming the Union, and include an estimate of the receipts and expenditures for the following year. Each of the Governments was requested to send to the Bureau a collection

of its laws, state or federal, and of any publications relating to its geography, industries, commerce, and resources in general. The publications of the Bureau, in the form of monthly bulletins and handbooks or monographs, shall have reference especially to commercial affairs, such as customs duties, transportation, budgets, statistics, and to any matter relating to the commerce and industries in general of the nations forming the Union, and, besides, geographical information, discoveries and explorations, and any subject that may extend a knowledge of the economic conditions and resources of said nations.

The first number of the MONTHLY BULLETIN published after advertisements were solicited was the November, 1896, number, which contained 39 advertisements of prominent business houses. The January number contained 47 advertisements, and since then the advertising patronage has grown so rapidly, that the BULLETIN, which in November, 1896, contained 141 pages of advertising and reading matter, in the April number, 1898, contained 324 pages, 129 of which bore the announcements of United States firms. Until March 1, 1898, advertisements were solicited upon commission, but the practice has been discontinued.

The specific information which the Bureau is called upon to furnish through its daily correspondence is surprisingly large. The inquiries regarding commercial matters addressed to it during the first four months of its existence numbered 700, while at the present time the mails will bring a like number in as many weeks. Naturally these inquiries come in greater part from merchants, manufacturers, and business men in the United States who desire to extend their trade with the southern Republics, and the Bureau in this respect is particularly useful to the manufacturer or exporter in the interior and smaller towns of the United States. Information is generally sought by manufacturers of railway supplies, agricultural and mining machinery and implements, wagons, furniture, paper, hardware, leather goods, jewelry, drugs, chemicals, and those engaged in other lines of industry as to the demands for their productions, and whether their articles are adapted for use in the markets of the southern countries. The office answers these inquiries as far as practicable to suit the individual case, giving advice and information which apprise the inquirer of the climate

and conditions of the market he seeks, in order that he may adapt his goods to the circumstances, and in many instances he is placed in communication with parties who willingly aid him in the introduction and sale of his wares. But the seekers after information are not confined to this continent, nor to the merchants and manufacturers. From Europe, as well as the United States, numbers of letters come burdened with questions regarding the climate, soil, laws, mines, wages, agricultural methods, rates of taxation, social conditions, etc., of the American Republics. The immense amount of labor entailed in replying to these inquiries, ranging as they do over so broad a field, and requiring so much time, investigation, and correspondence, to secure the facts needed taxed to the utmost the comparatively small working force of the office, and in September, 1897, there was created a Division of Information, with the view to answering with the least delay, and as accurately and fully as possible, the many requests for specific data concerning the Latin-American Republics which reached the Bureau from day to day. This Division is under the charge of Mr. HENRY L. BRYAN, who was the first Secretary of the Bureau, serving from February, 1891, to March 20, 1893.

Among the recommendations of the International American Conference was one advocating the publication of a code of nomenclature of articles of merchandise exported and imported. The work of preparing this code, or catalogue, of commercial terms devolved upon the Bureau, and was completed in 1897. The work, as completed, is in three volumes, in English, Spanish, and Portuguese, with the equivalents in each case in the other languages. It shows the fruit of seven years of labor, and is generally recognized among those engaged in Latin-American trade as a work of the greatest utility, containing as it does more than 28,000 terms designating articles of commerce arranged alphabetically in the languages named. The benefit to be derived by the exporting and importing world from such a publication is incalculable. Many of the terms used in it do not appear in any Spanish or Portuguese dictionary, this being particularly true with regard to engines and machinery and their component parts, and even more so in the case of the electrical inventions and appliances which the latter day ingenuity is so prolific in evolving.

The United States Treasury Department, in January, 1898, adopted the Code of Commercial Nomenclature as a standard for use in all the custom-houses under it, and it is expected that many, if not all, of the other nations interested in the scheme of the Bureau will follow suit.

The most important work of the year 1897 was the preparation of the Commercial Directory of the American Republics, a work begun under the late Director JOSEPH P. SMITH, whose untimely death the Bureau was called upon to deplore early in the year 1898, less than twelve months after his appointment. Shortly after entering upon his duties as Director (March 29, 1897) Mr. SMITH became convinced that one of the most effectual means of bringing the manufacturers and merchants of the various countries into closer relations, and thus promoting industry and commerce, was to provide them with a reliable source of information as to the names of firms engaged in particular lines of trade or production, supplemented with the latest data procurable as to the resources, commerce, manufactures, trade usages, patent and copyright laws, business licenses, customs tariffs, passport regulations, mining laws, etc., of the American Republics and the West Indian and Central and South American colonies, with which they are so intimately associated in trade intercourse. It was recognized among the business men of the United States that a work of this character was one of the most immediate necessities for expansion of trade with Latin-American countries. The undertaking was one of great magnitude, and entailed large expenditures of money and time. It was conducted with painstaking care, in order that the publication should be recognized everywhere as a standard authority. The first volume was published about eight months from the time of its inception, and the second volume is now about to be issued. When the first copy of Volume I. of the Commercial Directory was issued by the Bureau, November 11, 1897, it was formally presented to President McKINLEY by Secretary SHERMAN, representing the Executive Committee of the Bureau of the American Republics, who was accompanied by other members of that committee.

On handing the volume to the President, the Secretary stated that such a publication had never before been collated and given

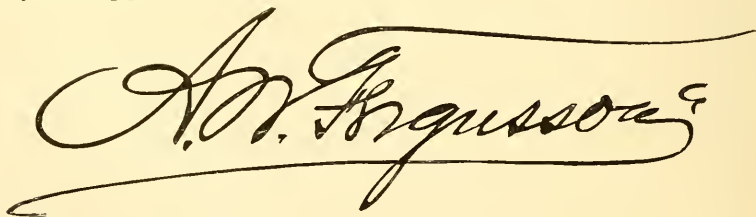
to the world. The Bureau is in receipt of letters commendatory of this great work from all the members of the Cabinet of the United States and from the Chief Executives and cabinet members of all the countries interested in the Union, as well as from the leading chambers of commerce and boards of trade. Many of the most prominent business firms of the United States have eulogized the publication as the filling of a long-felt want, reflecting great credit upon the sound judgment and farseeing mind of the late Director.

Upon the decease of Mr. SMITH, Mr. FREDERIC EMORY, Chief of the Bureau of Foreign Commerce of the Department of State, was instructed by the Secretary of State to assume charge of the Bureau as Acting Director, and, on February 28, 1898, by resolution of the Executive Committee, this gentleman was appointed Director, provisionally. Mr. EMORY took up the work where it had been left by his predecessor, and is engaged in carrying out the general interests of the International Union on the lines so ably laid down by Mr. SMITH. Mr. EMORY served as Secretary of the Bureau from March, 1893, until April 17, 1894, when he was appointed Chief of the Bureau of Foreign Commerce (then the Bureau of Statistics), the duties of which are kindred to those of his present position as Director. It was not until May 21, 1898, that Mr. EMORY's successor as Secretary of the Bureau was appointed, the position having remained vacant in the meantime. On that date Dr. HORACIO GUZMÁN was designated as Secretary under special authority conferred by the Executive Committee.

One of the greatest drawbacks to the extension of trade between the United States and its southern neighbors and the West Indies prior to the establishment of the Bureau had always been ignorance on the part of the merchants and manufacturers of the first-named country regarding the peculiar requirements of the markets they desired to control. How to remove this obstacle to trade, open up those markets to the goods of the United States, and make these and those of her sisters on the south interdependent had been the object of much serious study. Here the Bureau came to the relief of the busy merchant and manufacturer and vindicated the sound judgment of the conference that planned it.

There were those who decried the whole scheme of the International American Conference as Utopian, and looked upon its outcome (the Bureau) as an extravagant and useless project. The importance of this office as the great factor in the social and commercial economy of the whole Western Hemisphere, however, has been clearly and practically demonstrated. It no longer rests on theory. It has been recognized by the Congress of the United States, which in the current year has evidenced its appreciation of the work it is doing and of its far-reaching usefulness by passing a deficiency bill carrying a large appropriation to pay expenses incurred in collating, classifying, and publishing the immense mass of matter which it has issued, including the Commercial Directory of the American Republics, and also by passing the appropriation bill for the maintenance of the Bureau for the next fiscal year without a dissenting vote.

The Bureau's usefulness has been recognized by all the leading mercantile associations of the United States and other countries forming the Union, and it is also shown by the large advertising patronage which the prominent firms of the country named have given to the MONTHLY BULLETIN. That the Bureau has promoted good fellowship, extended trade, and developed important commercial interests is proven beyond cavil, in one way at least, by the enormous increase in postal communications between the United States and the Latin-American countries in the past eight years. And this is a very natural result. An office which puts the producer in direct communication with the consumer must have an immense value in the commercial world, and it needs but the means to live in order to more clearly attest its usefulness and its ability to supply a recognized want.

A large, elegant handwritten signature in dark ink, reading "A. B. Briggs". The signature is written in a cursive style with a long, sweeping underline that extends to the left and right.

MEETING OF THE EXECUTIVE COMMITTEE.

ACTS OF THE PROVISIONAL DIRECTOR APPROVED.—APPOINTMENT OF SECRETARY OF THE BUREAU.

The Executive Committee of the International Union of American Republics met in the diplomatic reception room of the Department of State on Saturday, the 21st of May, at 11 a. m. There were present the Secretary of State, Hon. WILLIAM R. DAY, Chairman; Señor DON MATÍAS ROMERO, Minister from Mexico; Señor DON JOSÉ ANDRADE, Minister from Venezuela; Señor DON ANTONIO DEL VISO, Chargé d'Affaires of the Argentine Republic, and FREDERIC EMORY, Director of the Bureau of the American Republics. A report from the Director, describing the condition of affairs in the Bureau since his appointment, February 28, 1898, was read and approved. The Director stated that he had received letters of approval of the present business methods of the Bureau from various sources, including business interests which had been antagonistic. There was a general exchange of views among the members as to details of the Bureau business, and satisfaction was expressed with the results of the policy in force since the 28th of February. The committee unanimously adopted a resolution authorizing the Director to appoint a Secretary, pending the final reorganization of the Bureau. The committee adjourned with the understanding that it would meet again at some convenient time in the latter part of June, to be determined later, to consider the question of the future of the Bureau.

In his report the Director stated that he had invited the cooperation of the National Association of Manufacturers, the Philadelphia Commercial Museum, the Chamber of Commerce of New York, and other important trade bodies, in the effort to make the list of manufacturers and exporters especially interested in the Latin-American trade, which was in course of preparation for the second volume of the Commercial Directory, as representative and accurate as possible, and that he had received valuable assistance, which encouraged the hope that the results aimed at would be secured. The greater part of the second volume of the Directory, he added, is in type, and it is expected that the volume

will be ready for delivery about the 15th of June. Inasmuch as the price originally fixed for the two volumes (\$5) was found to be insufficient to cover the cost, it was increased to \$10 for the entire work. The change, it was stated, has thus far met with no objection, and the Director expressed himself as being satisfied that a sufficient number of copies of the Directory would be sold on this basis, without outlay by the Bureau for soliciting subscriptions upon commission, to contribute materially to defraying the cost.

The report also stated that the change in the business policy of the Bureau, in abandoning the practice of soliciting advertisements for the MONTHLY BULLETIN upon commission, would, so far from affecting the net revenues of the Bureau, probably result in securing the original object of the Executive Committee, which he understood to be to obtain an income available for the gradual expansion of the scope of its work. The Committee was also informed that circulars had been sent out inviting subscriptions to the MONTHLY BULLETIN from manufacturers and exporters of the United States, and that the responses indicate that a considerable number of subscriptions will be secured.

Under the authority conferred by the executive committee, Dr. HORACIO GUZMÁN, chief Spanish translator, was appointed Secretary of the Bureau, pending its final reorganization. The Bureau has been without a secretary since the resignation of FREDERIC EMORY, now provisional Director, on the 17th of April, 1894. It was felt that the interests of the Bureau demanded such an official, in consonance with the original intention of the International American Conference.

The new Secretary, Dr. GUZMÁN, is a Latin-American, capable of conversing in Spanish with the representatives of the Union, and transacting business with them with special knowledge of the institutions and methods of their countries. He is a native of the city of Granada, Nicaragua, and a son of Gen. FERNANDO GUZMÁN, who was President of that country from 1867 to 1871. Dr. GUZMÁN was educated in France and in the United States, and has been a resident of this country, except for brief intervals, for about seventeen years. During nine years, he represented Nicaragua in Washington as Envoy Extraordinary and Minister Plenipotentiary. He was a member of the International

American Conference. He became Spanish translator of the Bureau of the American Republics in June, 1897, after having passed a competitive examination.

To fill the vacancy created by the appointment of Dr. GUZMÁN, Mr. ARTHUR W. FERGUSSON, a member of the staff of translators in the Bureau, was promoted to the position of Chief Spanish Translator, under authority conferred by the Executive Committee, February 28.

TRADE RELATIONS IN AMERICA.—XII.*

INTERNAL RESOURCES OF THE WESTERN COAST OF SOUTH AMERICA.

In the MONTHLY BULLETIN for December, 1897, the commercial development of the western coast of South America was treated with particular reference to its relations with the United States. It is purposed now to briefly touch upon the internal wealth of the countries in the southern continent bordering on or adjacent to the Pacific Ocean, with the exception of Colombia, which was covered by the article in this series published in the BULLETIN for May.

The countries, then, on the western littoral, or near it, are Bolivia, Chile, Ecuador, and Peru, arranged alphabetically. The first-named country is the highest republic in the New World, its towering table-lands, encompassed by still loftier peaks, bearing vegetation and furnishing an abiding place for man at a greater altitude than any other known spot on the globe. Its estimated area is 567,360 English square miles, with a population of about 2,000,000. When it is considered that only one-quarter of this number are whites, it can be readily understood that the great natural wealth of this ancient Incan domain lies fallow and mostly undeveloped. Industries are few, and even agriculture, man's first employment, is in a backward condition. Breadstuffs, potatoes, beans, etc., are produced in quantities sufficient only to meet the requirements of the home demand. Coffee is exported to the Argentine Republic and Chile, and though the soil is eminently fitted for raising it, more sugar is imported from Peru than

*The first article of this series, by the late JOSEPH P. SMITH, Director, was published in the MONTHLY BULLETIN for July, 1897.

is manufactured locally, where the cane is most generally grown for distillation. Rubber, coca, and cinchona bark are among the important products: the former is now outranking most of the others, and has become the subject of a considerable industry. The Government of Bolivia is fostering and promoting it by liberal concessions, and several companies have been formed in the United States to engage in the extracting and exporting of rubber.

Bolivia is the chosen home of the guanaco, universally used as a beast of burden, furnishing a wool of which many articles are made by the Indians, and when young being prized as an article of food. This animal and the llama are known as the camels of the New World. The latter, together with the alpaca and the vicuña, furnish wool of varying qualities. Immense herds of these animals roam the abrupt surface of the country. The chinchilla furnishes a fine fur, which is a valuable article of commerce.

The mineral wealth of Bolivia is too well known to need comment here, and very liberal concessions may be obtained from the Government. Horned cattle, sheep, mules, etc., are raised in large numbers and exported to the neighboring countries, yet the industry is susceptible of much greater development.

By reason of her isolated position and her lack of a seaport since the Peruvian-Chilean war, Bolivia's foreign commerce passes through Arica, Mollendo, Antofagasta and the eastern river ports of Porto Suarez and Villa Bella. The chief imports are: Provisions, hardware, wines and spirits, cotton, woolen, linen and silk goods, and ready-made clothes. The exports are silver, rubber, copper, wool, hides and skins, gold, coffee, coca, and cinchona.

There is no statistical office in Bolivia, and it is therefore extremely difficult, if not impossible, to secure trustworthy commercial data; but it may be said that the trade of the United States with Bolivia so far as the imports are concerned is nothing, and the exports are next to nothing. Germany practically controls the import trade of Bolivia because her merchants were far-seeing enough to establish branch houses there, which are all managed by subjects of the Kaiser who reside in the country and speak Spanish fluently, an accomplishment without which no foreigner can hope to succeed.

Where the Indian population so largely predominates and its

wants are so few, no great increase in the import trade may be looked for until rapid communication and contact with the outer world shall create wants now absolutely unknown. A commercial kindergarten would bring about the desired end: optical illustration is more prolific in results than all the circulars in the world, especially where the ability to read is confined to the few.

In the matter of communications, the great trade and industry promoters, Bolivia is very deficient. Her natural configuration has much to do with this. There is a railway line connecting the Chilean port of Antofagasta with the Bolivian frontier at Ascotan, whence it continues as far as Uyuni, in Bolivia. A branch of this road runs to Huanchaca and to Oruro, the total length being in the neighborhood of 500 miles. Concessions for other lines have been granted recently and the routes are being surveyed. One route is to connect La Paz, the capital, with the Peruvian frontier; another will run from the river Paraguay, in the east of Bolivia, to Santa Cruz; still another will join Oruro and Cochabamba, and a fourth will furnish a steel highway between Chollapata and Potosi. There is now being surveyed a line from Bolivia to the Argentine Republic. New wagon roads are being built, and suspension bridges are being thrown over the larger rivers. In 1897, the total length of telegraph lines in the Republic was 2,980 miles, running to the Argentine on the east and the Pacific on the west, with several interior connections.

The field which Bolivia offers to the dwellers in the gorged settlements of the world's populous centers presents many alluring features. She abounds in raw materials for many industries; she possesses forests that have never resounded to the stroke of the ax; she has thousands of square leagues of fertile land and far-stretching plains that only await the hoe and the plow of the careful husbandman to repay his toil with a competence; beneath her surface lie treasures untold that will enrich him who brings them to the light of day.

PEDRO DE VALDIVIA, who led the second Spanish expedition against Chile, likened the country to the blade of a sword, because of its great length and narrowness, a simile by no means inapt, since the Republic has a length of 2,270 miles and a width varying from 40 to 200 miles. Its area is 293,970 square miles. But

narrow as it is, wonderfully fertile is the greater part of its soil, which is in nowise overcrowded, the census of 1895 giving its population as 2,712,145, or 9.2 inhabitants per square mile. It is more probable that the population then exceeded, and it certainly does now exceed, 3,200,000 inhabitants, most of whom are progressive and energetic. Of this number one and a half millions are engaged in agriculture, producing annually about 28,500,000 bushels of wheat and 9,000,000 bushels of other cereals, besides vegetables, fruits, etc. Small as is its population, it is noted for its industrial advancement. It is stated upon good authority that more than 500,000 head of cattle and 2,000,000 sheep, goats, etc., are raised in the country every year.

The mineral produce in the way of copper, silver, gold, coal, manganese, etc., is extensive. Chile's nitrate fields cover an area of about 220,356 acres, estimated to contain 2,316 million metric quintals of the nitrate of commerce. The total product from these fields in 1896 is given as 1,092,000 tons. English capital has been largely invested in this industry. An idea of the industrial development of the country may be gained from the fact that in 1895 in the Department of Valparaiso, with a population of less than 200,000, there were 417 industrial establishments, which during the year consumed raw material to the value of 20,057,573 pesos and employed 12,616 operatives, with 162 steam engines, having a total of 1,766 horse power. Among these establishments were gas works, breweries, sugar refineries, carriage and wagon works, sawmills, mineral and aerated water factories, etc. Tanneries, as may be supposed, form a flourishing branch of the manufacturing industry.

Chile was the first country in South America to construct railroads, and the Government has always promoted, through large subsidies and wise legislation, the upbuilding of its railway system. At the beginning of the year 1896 the total length of the railroad lines in the Republic was 2,080 miles. Of this length the State owned and had in operation 838 miles. Private corporations owned and operated 1,242 miles, represented by fifteen different lines. The Government at the time had 331 miles under construction and being surveyed. The leading line is the Grand Central, belonging to the State, which is composed of three divisions—from Valparaiso to Santiago and thence to

Melipilla; from Santiago to Talca, from San Fernando to Alcones, and from Pelequen to Peumo; from Talca to Talcahuano, San Rosendo to Traiguén, Santa Fe to Los Angeles, and Roblería to Victoria, a total of 766 miles. Work on the Transandine Railway, connecting Santa Rosa and Mendoza, which had been interrupted for a considerable time, has been again taken up and will be prosecuted vigorously by the Government. When the 46 miles of this line remaining to be built shall be completed, the last link connecting the Atlantic and Pacific oceans—Buenos Aires on the former and Valparaíso on the latter—will have been forged. It is claimed that the 622 miles separating the two ports named will be covered by express trains in twenty-nine hours. There are 25,000 miles of public roads and 2,875 miles of waterway.

At the end of 1895 the length of the State telegraph lines was 6,965 miles, with 8,330 miles of wire.

Chile's merchant marine consisted in 1896 of 188 vessels, with a tonnage of 105,642 tons. Forty-two of these vessels were steamers. English, German, and French lines of steamships ply regularly between the coasts of Chile and Europe through the Straits of Magellan, and constant and direct communication is maintained by Chilean and foreign steamship lines along the coast as far as Panama, there connecting with steamers for the Atlantic, Pacific, and Gulf ports of the United States, and for Europe.

Chile imports the bulk of the manufactured goods she consumes; but the Government offers inducements for the establishment of new industries, and is anxious to promote manufactures. It recently appropriated \$500,000 to foster iron and steel enterprises, it having been demonstrated that a high grade of iron ore exists in abundance in the country.

The Republic can never expect to build up a large export trade with the United States, since what it sends abroad principally are wheat, copper, silver, nitrate, manganese, and iodine; the last three of which being the only articles enumerated not produced in the United States. However, the latter country may largely increase its export trade to Chile by its merchants consigning their goods to old-established and reputable houses in Valparaíso, Santiago, and elsewhere, who will push their sale. In fine, it may be said that the wealth of Chile lies in the development of its

magnificent resources. Its scanty population being insufficient to cope with the task unaided, makes it apparent that those from abroad who seek there shall find.

The Republic of Ecuador—upon whose abruptly undulating surface the sun rays fall vertically; where, by reason of its physical conformation, an elemental and botanical confusion reigns: summer mingles with winter, and seedtime blends with harvest time—is essentially an agricultural country. Writers who have visited it dwell upon the poverty of language to express the richness and magnificence of vegetation in that section of the American continent. In forest lands alone Ecuador possesses well-nigh incalculable resources. The coast produces cacao, coffee, tobacco, vegetable ivory, all kinds of tropical fruits, etc. In the settled parts of the interior grow wheat, barley, rye, corn, sugar cane, etc. Here are to be found seven different kinds of cinchona, many varieties of palms, Brazil wood, holy wood, ebony, cedar, and other timber trees: copal, dragon's blood, storax, and several varieties of indigenous plants from which dyestuffs are obtainable; fiber plants abound, and the stemless screw pine (*Carludovica palmata*) which furnishes the material for the head gear known the world around as Panama hats.

The country is also very rich in minerals; gold, silver, quicksilver, and other metals abounding, although the mining industry is still but little developed. The manufacturing industries are confined principally to sugar, flour, and sawmills, cotton factories, tanneries, and distilleries. Chocolate is made in large quantities, as are also the Panama hats above mentioned.

The principal articles of export are cacao, rubber, coffee, cinchona bark, vegetable ivory, hats, sole leather, dried skins, bamboo, tamarinds, tobacco, rice, and mats. Nearly every article manufactured in the United States suitable for a population of 1,270,000, over two-thirds of which are Indians, may find a market here. This population is distributed over an area of about 120,000 square miles, showing that the same disproportion of population to area exists here as in all the other nations of the southern continent, and that the foreigners who would better their fortunes can find here dormant in a soil that needs no fertilizer, the natural resources that have but to be awakened by the energetic impulse of labor to

give returns beyond the possibility of acquirement in less privileged lands.

The internal communications of Ecuador leave much to be desired. Throughout a greater part of the country, mere bridle paths fill the want. Navigation of the inland waters is carried on by a few American and Ecuadorian built steamers and a large fleet of canoes and other small craft.

There is a railroad—the only one in the Republic—running between Durán (opposite Guayaquil) and Chimbo, a distance of 58 miles. Late in the year 1897, the Government of Ecuador entered into a contract with a New York capitalist for the extension of this line to Quito, the seat of government. The undertaking is a bold and expensive one, heights ranging from 8,100 to 12,300 feet above sea level having to be traversed in a total length of some 404 miles between tide water and Quito. The route is crossed by so many rivers and streams that it is calculated that 830 bridges will have to be constructed along the line. The cost of the work is estimated at \$17,530,000. There are five lines of ocean steamships touching regularly at Ecuadorian ports, as follows: The Pacific Steam Navigation Company (English) and the *Campaña Sudamericana de Vapores* (Chilean) plying between Valparaiso and Panama, touching at Guayaquil; the Gulf line (English) running between the last-named port and Glasgow, Liverpool, and Greenock; the Hamburg-Pacific Steamship Line (German) plying between Guayaquil and Hamburg and Antwerp; the French Pacific Line, running between Havre and the Pacific ports of South America. There are two principal lines making irregular trips: The Kosmos Line (German) touching at Guayaquil about once a month, and the Merchants' Line, composed of English ships chartered by W. R. Grace & Co., of New York, running between New York and Guayaquil. These lines also call at Chilean and Peruvian ports.

Peru, with an area of 463,747 square miles, has a population of 2,621,844. For three centuries the mention of its name has called up visions of wealth and opulence, which, through a long series of wars, internecine and foreign, have come to be regarded as figments of the brain; but they are not mere fancy—there still exists in that favored land a wealth and opulence of resources that may be con-

verted into the medium which develops and promotes industry and secures the comforts of life.

The agricultural resources of Peru are abundant and varied, ranging from all the products of the temperate zone to many of the torrid. Its great staples are the potato, which it first introduced to the world, all the breadstuffs, sugar cane, cotton, rice, tobacco, coffee, cacao, an infinity of fruits, many medicinal and fiber plants and dyewoods, chief among which productions are cotton, coffee, and sugar. In 1895 the exports of cotton reached 5,500 tons. The annual exports of coffee are about 1,060 tons. There are 95,000 acres planted in sugar cane. The production in 1896-97 amounted to 65,000 tons.

As is the case in the other countries where foreign capital is just beginning to seek investment, so far as the United States is concerned, manufacturing industries are not yet out of leading strings, but rapid strides are being made along this line. A protective tariff in recent years has stimulated native enterprise and many important industries have been planted. The refining of petroleum, which article is found in abundance in the country, gives promise of becoming a source of great wealth to the Republic. It is quite extensively carried on, and kerosene is being exported to Ecuador, Bolivia, and Chile. Alpaca wool is exported to the extent of 4,000,000 pounds a year, worth about \$2,000,000. Peru manufactures and annually exports chemicals, drugs, and dyestuffs to the amount of \$7,500,000.

To dwell upon the mineral wealth of this rich country would be to rehearse an "oft-told tale;" but it may be said that there are many sections still absolutely untouched that would yield fortunes to those having the capital to develop them. The total silver production of Peru in 1896 was estimated at 3,300,000 ounces. The number of mining and metal works and petroleum refineries in operation in the same year was stated to be 56, with a total capital of 18,781,000 soles (a sol being now worth about 41 cents), nearly half the companies engaged in these industries being Peruvian. Recent gold discoveries have been made which confirm all that has been said of the wealth of the land. Here, as elsewhere in the countries under consideration, the great drawback to the successful exploitation of the metalliferous regions lies in the absence of means of communication.

The merchant navy of Peru in 1896 consisted of 36 vessels of over 50 tons, with a total tonnage of 9,953 tons; and 96 vessels under 50 tons, aggregating 1,246 tons.

The principal ports of the Republic are Callao, Huacho, Ancón, Pacasmayo, Chola, Mollendo, Etén, Supe, Pisco, Salaverry, Payta, and Chimbote, all of which have good piers, and Callao has a floating dock 300 feet long.

The steamship route of prime importance to the United States is that between Panama and Valparaiso, which is monopolized by the Pacific Steam Navigation Company and the Compañía Sud-americana de Vapores, already mentioned above, in combination. The steamers of these lines connect at Panama with the Pacific Mail steamships to San Francisco, and at Colón, across the Isthmus, with steamers to New York, New Orleans (one way), and with principal European ports. There are several lines of freight steamers engaged in the foreign and coasting trade which touch at Peruvian ports.

There are no highways in Peru. The Indian, the mule, and the llama furnish the greater part of the transportation facilities.

Peru spent £36,000,000 sterling in building her railroads, including those ceded to Chile, and the builders performed some of the most marvelous engineering feats the world has ever known.

In 1895, the total length of the railroad lines was 924 miles, 800 of which belong to the State. This latter mileage is represented by ten lines, which, together with the guano deposits, mines, and state lands, in 1890 were mortgaged for 66 years to the Peruvian Corporation, largely made up of English capital. There are six lines of railway owned and operated by private companies. The Government has in service 1,491 miles of telegraph lines.

From the foregoing it will be seen that nature has been lavish with her gifts to the four geographical divisions named, and that all they need to take an enviable position in the great sisterhood of American Commonwealths is increased population and better and swifter means of communication. The statements made and the figures cited show that, so far as the latter desideratum is considered, the capitalists of the United States have not evinced their proverbial farsightedness and energetic action. It were idle to

refer again to the immeasurable advantages the Nicaragua Canal would bring to the commerce of all the western coast of South America and the eastern and Gulf shores of the United States. A manufacturing country must seek buyers. They lie south of us. Rapid communication will bring them to our doors.

Statistics are dry things. They are not palatable to people generally. The unbelieving may urge that they are tainted with the alleged mendacity of interest; but while all things human remain imperfect, statistics will serve one useful object—they will, straw-like, show the direction of the wind and commercial currents, and those of us interested in trade, like wise mariners, should trim our sails and shape our course so as to take advantage of both.

Bishop BERKELEY has said that the course of empire has taken its way westward. The star of commerce points toward the Southern Cross.

SENHOR SALVADOR DE MENDONÇA.

Senhor SALVADOR DE MENDONÇA, who on the 18th ultimo, placed in President McKINLEY's hands the letter terminating his mission as Envoy Extraordinary and Minister Plenipotentiary of Brazil to the Government of the United States, which he has so acceptably conducted during the last seven years, takes with him to his new and honorable diplomatic post at Lisbon the cordial esteem of the officials and people of the United States. The "Washington Post," referring to his departure, admirably expresses the obligation of the United States to this accomplished Minister "for the broad and statesmanlike views which have always actuated him, for the able and tactful diplomacy which he has displayed, and above all for the unvarying friendship which he has shown toward us as a nation."

Senhor MENDONÇA has broad and liberal political principles,

inherited from the Radicals of the days of the Regency and espoused early in life, when, as a young advocate at the bar, he aided in the establishment of a Republican journal in Rio—the first enterprise of the kind undertaken during the Empire—and most tenaciously and enthusiastically held and advocated by him to this day. Selected twenty-three years ago as Consul-General at New York by the Emperor of Brazil, who was not ill-disposed toward Republicans and at the same time not averse to sending them abroad, Senhor MENDONÇA has had in the United States unusual opportunities, which he has zealously utilized, for the close study of institutions that always interested him, and for forming a more perfect acquaintance with the jurists and statesmen whose teachings he had early learned to revere.

But Minister MENDONÇA has been not merely an observer and listener. This representative of the youngest Republic of the southern continent, by reason of his broad views of policy and his unhesitating adherence to the principles of popular government, has in the past seven years inspired and sustained those charged with the affairs of this whole continent in adopting measures tending to elevate their respective peoples and to make for peace and national honor. To quote from the appreciative editorial in the "Post": "He has from first to last been an industrious worker in everything that tended to more completely cement the relations of the United States with his own progressive Republic." His successful service in respect of the reciprocity arrangements of 1891 with the United States, his earnest efforts in the Pan-American conference for the establishment of a permanent international court for the peaceful settlement of disputes, and his zealous support of the Commercial Bureau of the American Republics, representing the International Union, are fresh in the public mind.

During his residence in the United States, Senhor MENDONÇA, by his public addresses, by his contributions to the leading reviews of the country, by his elegant hospitality, has gained especially the esteem of cultivated people. His articles in the "North American Review," and his recent address to the manufacturers at Philadelphia, as well as the farewell speech which appears in this BULLETIN, have a charm of style that is the more remarkable from the fact that English is not his native tongue. At his home, the artistic and literary society of Washington found rare culture and

refinement, and it was there that diplomatic representatives from Europe and America were drawn into an intimacy closer perhaps than had ever existed before in Washington.

Following is the address of Minister MENDONÇA, and the response of President McKINLEY:

The Minister said:

MR. PRESIDENT: I have the honor to place in your hands the revocatory letter by which the President of the United States of Brazil terminates my mission near the Government of the United States of America.

Hoping that Your Excellency may concur in the belief expressed by my Government that I have, in fulfillment of its instructions, discharged the duties of my mission in an agreeable manner to your Government, and adding to the expression of the best wishes of the President of Brazil for your happiness and for the prosperity of your country my personal good wishes, I might consider closed my official address.

But friends do not part in the solemn hour in which the nation is called to arms, with diplomatic forms merely. Moreover, my debt of gratitude to your people and Government for the treatment which I have received at your hands during a residence of almost a quarter of a century is so great that I can not take leave without expressing to the first citizen of this mighty republic my heartfelt appreciation of your benevolence toward a student of your institutions and an admirer of the high character of your nation.

Opening your country since the colonial times as a land of refuge, and establishing your commonwealth on the solid foundation of the freedom of conscience; giving to the world the principles of the Declaration of Independence; affirming by the consolidation of the Union and by the abolition of slavery that this continent was thenceforth consecrated to liberty, your people have come to the front rank as a powerful factor of modern civilization. Fearless before the strong, magnanimous toward the feeble, deeply convinced that justice and right are the corner stones of the state and fairness the measure of international dealings; industrious, intelligent, law abiding, and peace loving, your nation can well be proud of its achievements, and no one has had a better opportunity than I to satisfy himself, by a careful observation of men and laws, of your steady advancement and progress.

I have seen your country in its days of joy and of sorrow. I saw at the celebration of the centenary of your independence, the past-master in the art of war open the great fair of the arts of peace, and reveal to the world the double greatness of the nation which in ten years had transformed swords and guns into implements of industry. I saw the great hero laid to rest in the heart of your great metropolis, amid the mourning of the whole land, and witnessed his apotheosis celebrated by the voice of the entire nation. I saw the Chief Magistrate of the nation felled by an assassin's hand and observed the Republic continue firm and serene under the empire of the law. In its joy or sorrow the nation did not depart a moment from the confidence in its high destiny.

I have visited the different regions of your broad land; I know the active

men of the East, the open-hearted inhabitants of the West, and the chivalrous Southerner. It has been my fortune to meet the statesman, the scientist, the artist, the manufacturer, the farmer, and the workman. Their common ideal is the honor and greatness of their country.

I have trod the modest paths of the land which lead to sacred places; Mount Vernon, where the founder lies; Hollywood, where Monroe rests; Oak Hill, where Blaine reposes. I have listened to the voices of the wind passing through the branches of the oaks which cast their shade over their tombs and learned the secret of your greatness. May yours be an inspiring example to the whole continent. It has been my aspiration before leaving your country to sit again at a table around which all the American republics would reenact on a more solid basis the agreement outlined by the unratified treaty of the 28th of April, 1890, distributing the responsibilities of the policy of Monroe by the members of the compact, as it is due to their sovereign character. Blessed be the day which shall witness the meeting of such a congress, first step for the establishment of an American Diet, high court of the international affairs of our continent.

Wherever the duty to my beloved country will call me, I can assure you that my heart and sympathy will be with your noble people and with the standard-bearer of the republican America, who is advancing the outposts of human freedom into the last intrenchments of the past.

PRESIDENT M'KINLEY'S RESPONSE.

The President replied as follows:

MR. MINISTER: Recalling your many years of efficient and friendly representation at this capital, and mindful of the agreeable associations which you have formed with the officers of this Government in the fulfillment of your honorable mission, I can not but feel regret that your transfer to another post terminates the personal relations you have so acceptably maintained with this Government and with the people of this country; although I must, at the same time, congratulate you on the further proof of confidence in your ability and zeal which your own Government has given you in assigning you to another important mission.

The eloquent words you have addressed to me show that your long sojourn in this country and your many opportunities of observation and of intercourse with our people have imbued you with a clear perception alike of the historical and moral origins of our political and intellectual system and of the high purposes which have ever inspired our Commonwealth in its relations with the other communities of the earth, whether they be our neighbors or our distant friends, our coadjutors or our generous rivals in the paths of industry and commerce, or whether allied to us by ties of blood and similarity of constitutional forms or divided by differences of race and governmental structure.

For nearly a quarter of a century you have dwelt among us, a spectator of our domestic development and an interested student of the great social and political problems which have so seriously confronted all the nations during these closing years of the world's most eventful century, and from which the

United States, while steadily keeping to their own self-appointed path, have not been exempt. However sore the passing trial, or hard the problem of the hour, you have seen it met by the calm reason and hearty fortitude of our people, furnishing additional evidence of the wisdom of those who founded the republic on the immutable bases of union, justice, self-control, and charity toward all.

I wish for you, Mr. Minister, all personal happiness in your new field of useful duty. May the memories you take with you of the friendship and esteem you have won here be matched by those which lie before you in another land.

In thus bidding you farewell, I ask you to be the messenger of the earnest, fraternal greetings of this Government and people to Brazil and its citizens, and of their trust that they may long reap the fruits of their devotion to the cause of self-government, and that the blessings of peace, advancement, and plenty may ever be their lot; and I beg you to assure the President of the republic of my cordial wishes for his personal welfare.

ARGENTINE REPUBLIC.

DESTINATION OF THE LEADING EXPORTS FOR THE YEAR 1897.

The table below, showing the destination of the principal articles of export from Argentina for the year 1897, is taken from the "Review of the River Plate" of January 29, 1898, compiled from official statistics of the Government:

	United Kingdom.	United States.	France.	Germany.	Belgium.	Italy.
Dry oxhides.....	9, 515	1, 209, 929	91, 285	289, 051	210, 080	482, 820
Salt oxhides.....	28, 476		109, 318	352, 717	372, 604	29, 413
Dry horsehides.....			6, 828	74, 418	1, 989	
Salt horsehides.....			11, 206	68, 490	9, 855	
Sheepskins.....bales..	11, 190	1, 040	48, 075	3, 539	1, 934	4, 939
Hair.....do.....	267	851	469	642	2, 059	462
Tallow.....pipes..	5, 837		8, 574	919	414	10, 747
Do.....casks..	10, 511		4, 011	2, 570	1, 580	432
Do.....hogsheds..	1, 571		11, 205	1, 375	750	3, 517
Goatskins.....bales..		2, 590	1, 006		2	
Wool.....do.....	19, 462	49, 675	188, 110	97, 977	80, 202	18, 546
Frozen wethers.....	2, 009, 075		57, 358			
Wheat.....tons..	10, 802		811	1, 233	14, 308	25
Maize.....do.....	69, 255		44, 712	8, 271	51, 772	16, 202
Linseed.....do.....	51, 852		43, 767	6, 898	16, 655	2, 138
Flour.....do.....					29	
Bran.....do.....	289		16, 811	23, 456	3, 460	583
Pollards.....bags..	5, 626		150, 002			252
Oilseed.....do.....	23, 258		4, 263	94, 908	9, 481	364
Birdseed.....do.....		31	1, 127		3, 069	
Hay.....bales..	1, 512		2, 419		2, 061	639
Quebracho.....tons..	1, 160	2, 968	3, 697	38, 713	11, 942	8, 716
Tobacco.....bales..				3, 815	46	
Butter.....cases..	15, 402					
Sugar.....tons..	22, 058	5, 099				

	Spain.	Cape Colony.	Brazil.	Orders.	Other countries.	Total.
Dry oxhides.....	206,024				2,000	2,500,704
Salt oxhides.....	2,674			42,662		937,864
Dry horsehides.....	117					83,352
Salt horsehides.....						89,551
Sheepskins.....bales..	9					70,726
Hair.....do.....						4,750
Tallow.....pipes..	3,779		3,802			34,972
Do.....casks..	2,345		5,441		2,345	29,235
Do.....hogsheads..	3,487		6,171		289	28,365
Goat skins.....bales..	7					3,605
Wool.....do.....	43					454,015
Frozen wethers.....						2,066,433
Wheat.....tons..	57	12	46,249	18,156	2,636	94,289
Maize.....do.....	3,172	9,994	101,068	58,735	11,258	374,439
Linseed.....do.....	14		201	45,312	1,015	167,552
Flour.....do.....			40,461	2	132	40,624
Bran.....do.....	253	242	1,799	684	70	47,647
Pollards.....bags..					50	155,930
Oilseed.....do.....	188					132,462
Birdseed.....do.....			11,461	5,268		20,956
Hay.....bales..		38,035	671,266	4,948	12,474	733,354
Quebracho.....tons..				55,070	1,260	123,526
Tobacco.....bales..				180		4,041
Butter.....cases..	2		462			15,866
Sugar.....tons..		97		13,120		40,374

BRAZIL.

TRADE OF PERNAMBUCO IN 1897.

The British Foreign Office has recently issued the report of Vice-Consul WILLIAMS on the trade and commerce of the consular district of Pernambuco for the year 1897.

Referring to the new industrial enterprise inaugurated by the BARBOSA LIMA late Governor to introduce and develop a system of central sugar factories or "usines," Consul WILLIAMS states that, owing to the fall in exchange and injudicious management, this meritorious undertaking has not proven successful. The dry-goods trade of Pernambuco is said to be largely in the hands of three Swiss firms; the remainder is carried on by Portuguese and native houses. From the report, it would seem that there is a good opening for United States manufacturers in this line, but in order to secure it energetic effort will have to be put forth. The general prospects of the import trade are very favorable at this time. Large entries, covering all kinds of goods, have recently been telegraphed to Europe, and, owing to the very small stocks on hand, it is thought by the Vice-Consul that this demand will continue for an indefinite period.

Sugar and cotton are the principal productions and exports of the State of Pernambuco. The crops of 1896-97 gave the smallest yield of any since 1889-90. This falling off is attributed chiefly to unfavorable weather, both drought and flood doing great damage to the growing cane and cotton. The present crops (1897-98) promise to be somewhat larger, but will still be short of the average. The anticipated higher prices of these staples give promise of better financial conditions to follow. The bulk of the sugar and cotton being now consumed at home the quantity exported has grown less year by year.

The new coastwise law, restricting the traffic to Brazilian vessels, which went into effect on December 5, 1896, and concerning which serious apprehensions were entertained that the Brazilian mercantile marine would not prove adequate to meet the demands of the trade, has successfully demonstrated its practicability.

Numerous factories have been established in the State and are working successfully. Among these are a gunpowder factory and a jute factory, while cotton mills, soap works, and a match factory, all protected by a high tariff, are doing well. Labor is plentiful and cheap, and the hours are excessively long, work being carried on in some of the cotton mills for fourteen hours. In the agricultural districts an ordinary "hand" receives about 30 cents per day, working from sunrise to sunset.

Pernambuco is well supplied with submarine-cable communication, besides a telegraph line up and down the coast owned by the Federal Government. The three English companies owning the cables are: The Brazilian Submarine Telegraph Company, from Pernambuco to Europe via St. Vincent (Cape de Verde) and Madeira; the South American Cable Company, from Pernambuco to Europe via Fernando da Noronha and Senegal on the west coast of Africa; and the Western and Brazilian Telegraph Company, on the coast of Brazil, between Para and Santos.

The cotton crop in the district of Penedo for the year 1897 was about 21,000 bales, an increase of 5,000 bales over the production of the preceding year, and prices ranged from \$1.90 to \$2.30 per 15 kilos. The maize crop was a large one, amounting to 54,000 bags, an increase of 32,000 bags over last year. The sugar crop was practically nothing, perhaps 10,000 bags, a heavy flood having destroyed the growing cane. The trade in

goat and sheep skins suffered a great reduction. From an entry of 150,000 skins per month two years ago, Penedo is now receiving only about 15,000 per month. Salted dry hides are estimated at 70,000 for the year.

From Ceará, it is reported that much attention is being given to the planting of "maniçoba," and a million of trees are expected to be in full growth within the next four years. The maniçoba is a kind of *Euphorbiacca*, the sap of which contains rubber. This rubber so nearly resembles the Pará rubber that in European markets it is sold under the general name "Brazil rubber," without making any distinction as to the State whence it is exported. Maniçoba abounds in the State of Ceará, especially in the districts of Ceará, Baturité, and Itapipoca. The price ranges from 58 cents to \$1 per kilo. The process of extracting this rubber is about the same as that followed in the States of Pará and Amazonas.

The report from Parahyba do Norte represents the cotton crop of that district to be much in excess of that of 1896, while sugar showed a decrease. The bulk of the sugar produced in Parahyba goes to Rio and southern ports, the remainder to the United States.

Vice-Consul BOLSHAW reports from Rio Grande do Norte that the year has been a very favorable one for the staples—cotton, sugar, and rubber. The cotton is sent almost exclusively to southern Brazilian ports for consumption in the national factories, while rubber, hides, and skins are shipped to the United States, that market also practically monopolizing the sugar yield.

WARNING TO EXPORTERS.

For the protection of the public health, the Government has found it desirable to subject all wines, lard, and other alimentary substances arriving in the country to an official analytical inspection before being delivered for general consumption. The law under which the analysis is conducted is as follows:

The wines, lard, as well as any alimentary substance condemned by the national laboratory, can not be cleared, and its owners or consignees shall be obliged to reexport them within the time indicated by the inspectors of customs, or, in case they do not do so, the articles shall be destroyed, and a fine of a thousand milreis imposed on the importers or consignees, in accordance with Article 15 of the Law No. 489, of the 15th of December, 1897.

The following are considered as injurious to public health and condemned: Wines, as well as all alimentary substances containing boric or salicylic acid,

alcohol of bad quality, mineral acids, sulphuric, sulphurous, nitric, hydrochloric acids, sulphites, alum, fluorsilicates, fluorides, alkaloids, saccharine, salts of strontium, lead, zinc, tin, arsenic, antimony, sulphate of potash in quantities of more than 2 grammes per liter of wine, except for wines of alcoholic grade above 20, for which $\frac{1}{4}$ grammes of sulphate of potash per liter will be allowed; beer substitutes for hops, as absinthe, quassia, colchicum, picROTOXINE, colocynth, nuxvomica, piric acid, aloes, as well as essences prepared with greasy ethers, coloring matter derived from coal and combined with lead, mercury, copper, arsenic, antimony, barium, or any other substance recognized, or which may be recognized, by science as injurious to health.

And in all cases the importation of wine recognized as artificial is prohibited, even though it does not contain substances injurious to health, and the first part of this act shall be applicable when within the time fixed by the inspector such wines are not reexported by the interested party.

It is, moreover, to be noticed that the articles above mentioned can not be submitted to analysis at ports situated in other States and remote from the capital. Under the provisions of the following regulation, dated 11th of October, 1897, which is still in force, samples must be sent to Rio even in the case of marks well known in international commerce, if unknown in the local markets. Thus a very serious delay may be experienced in the delivery of such goods:

Seeing that most of the States are not provided with laboratories for the analysis of substances comprised in article 40, of Law No. 428, of 10th of December, 1896, and that innumerable claims have been raised with regard to the analyses made in some of these institutions whenever any article is imported which is unknown in the local market, and on which the National Laboratory has not yet pronounced, they should officially transmit to the Department of the States a sample for examination. They are to proceed similarly whenever any imported article is suspected or denounced as being injurious to public health.

Outside these cases the Department of the States must be guided by the analyses of the National Laboratory published in the "Boletine da Alfandega do Rio de Janeiro," and in the "Diario Oficial," Circular No. 16, of the 11th of March last.

MINISTER BRASIL.

Senhor JOAQUIN FRANCISCO DE ASSIS BRASIL, the newly appointed Envoy Extraordinary and Minister Plenipotentiary of Brazil to the United States, has been formally received by President McKINLEY as the successor of Minister MENDONÇA, who has been transferred to Lisbon. Senhor BRASIL has been for many years in the diplomatic service of his country, his last post having been the honorable and responsible position of Minister to Lisbon.

COSTA RICA.

FINANCIAL, EDUCATIONAL, AND INDUSTRIAL CONDITIONS.

On the 1st of May, in pursuance of law, the National Congress began its regular session. On that day, the President of the Republic sent his customary message, in which he gives a brief summary of the general progress of the country during the fiscal year ending April 30, which date is also the end of the presidential term which began in 1894.

The message first refers to the recent difficulties with Nicaragua, and notices the patriotic fervor, the spirit of union, and the enthusiasm with which the country in its entirety gathered around the Government and prepared for defense. It then alludes to the peace negotiations terminating in a treaty of arbitration signed on board the United States warship *Alert*, and concludes on this subject as follows: "In this regard, I take pleasure in fulfilling a sacred duty, the duty of recording here, in the name of the people and of the Government of Costa Rica, a special expression of acknowledgment to the enlightened Governments of Guatemala and of the United States of America for their good offices in behalf of peace, as well as to their worthy representatives, Messrs. MERRY and LIANFIESTA, charged with so important and transcendent a mission, in which Señor LIANFIESTA had the fortune to secure active assistance and efficient cooperation."

Following are additional points of interest in the message:

With the exception of the incident mentioned, the normal condition of the Republic, its forward march and the habits of order and of love for peace and labor, characteristic of the Costa Rican people, have not suffered the slightest variation.

The friendly relations which Costa Rica assiduously cultivates with the nations of America and Europe are daily becoming closer and more cordial, and with none of them is there pending to-day a single question that can disturb or in the slightest degree weaken them. To reach this result, from which the country, notwithstanding its limited area, derives very marked proofs of esteem and consideration on the part of nations powerful by reason of their grandeur and culture, the Government has omitted no effort whatever within the limits of propriety, nor has it been derelict in

fulfilling the duties imposed upon it by international law and courtesy.

The status of public instruction is flourishing. Without disregarding professional and secondary instruction, the Government has given attention, preferably, to primary teaching, as this is the nonevadable obligation of the State and a peremptory need of the people.

On nothing can Costa Ricans so properly pride themselves as upon the state of popular education, the enthusiasm with which it is sought and promoted, and the efficient protection which it receives on the part of the Government.

To show the spread of education during the administration, it is only necessary to indicate that, in 1893, there were 280 schools, and in 1898, there were 388. The attendance in the former year was 17,517 on an average, and to-day it is 23,134 pupils. The number of school buildings in 1893 was 167, and in 1898, it is 259, the number of teachers having been increased by 332 during that period. The boards of education own 259 school buildings, have 31 under construction and 78 planned. The value of school property, acquired principally through the direct subscriptions of the people and through liberal assistance on the part of the Government, during the same period, largely exceeds \$1,000,000. This simple comparison is an eloquent proof of the devotion of the Government to education, it being considered one of the most esteemed privileges that should be granted to a people.

After looking to the maintenance of public order and social tranquillity, after placing the moral and intellectual education of the people upon a solid basis, there is nothing more beneficial to them than for the State to devote its most energetic efforts to the development of economic interests, since they constitute elements indispensable to the prosperity and well-being of nations. To carry into execution this doctrine by the means counseled by experience, without losing sight of the peculiar conditions of the country, of the factors of production as well as of international exchange, has been the task of the Government, undertaken with unconquerable faith, with undeviating resolution, with an energy of purpose which is inspired by the intimate conviction of the good that results.

The excellent organization of the public treasury, the honest

administration of the revenues that constitute it, and the suitable investment of the same, form the indispensable basis for carrying this purpose to a successful termination. The Government possesses this, and through its powerful aid, has been enabled to meet heavy pecuniary obligations contracted by previous administrations, and to undertake works largely beneficial to the increase of wealth and the development of the country.

During the fiscal year 1897-98, the public revenues amounted to \$8,424,104. This amount exceeds the revenues of the previous year by \$936,935, and the estimates by \$320,172. The expenditures amounted to \$8,315,455, which, as may be seen, leaves a surplus of \$108,650.

The Government, firm in the purpose that the monetary system established on a gold basis will achieve the desired results, has on deposit in gold \$1,000,000, and it purposes making the necessary provisions to insure the circulation of this coin before the time foreseen when the monetary reform was decreed.

The leading part which credit plays in the economic development of a country is well known. That of the Government within the Republic, as well as abroad, enjoys full confidence by reason of the faithful meeting of obligations contracted, principally in the way of the foreign debt, which is paid with the greatest promptitude.

Among public works, the construction of the Pacific Railway figures as the most prominent, owing to its vital importance to the country. Between 1,000 and 1,200 men are engaged on the work, which is being pushed with the greatest energy. The first 15 miles are ready for the laying of the rails, and according to information from the construction company, the month of July or August will see the line finished as far as Río Grande, a distance of 25 miles. The contractor expects to have the railroad completed and in operation to Tivives next year, thus completing the interoceanic line between Limón on the Atlantic and Tivives on the Pacific.

At the port of Tivives, on the Gulf of Nicoya, not far from Puntarenas, much work will be done in the way of improvements, and to this end the Government is negotiating with a reputable French house which has already made the necessary plans.

Many other works of public utility have been undertaken and

efforts are being made to complete them; among these are the National School of Correction, several wagon roads, and, at Port Limón, sanitary improvements, enlarging the harbor by means of a breakwater, and other works.

The President praises the conduct of the army which marched to the frontier because of the difficulties before mentioned, and closes his message with these words:

“Peace having been arranged upon honorable conditions, the army, inimical by nature and tradition to military adventure, recalls the beloved home and returns to it again, giving itself up to the peaceful enjoyments of the family and the remunerative tasks of labor.”

PRESIDENT IGLESIAS'S INAUGURATION, SECOND TERM.

The new presidential term was inaugurated on the 8th instant, pursuant to law and custom. President IGLESIAS, reelected for the new term, in his inaugural address, ratifies the programme of his first progressive administration and closes with the following paragraph:

Upon closing my first term in the Government, permit me to record in this address as the sincere expression of public sentiment, which I am sure I interpret faithfully, the gratitude with which the nation is possessed toward all the foreign colonies residing in the country, for their spontaneous and generous offerings toward meeting the calamities which of necessity spring from the state of war in which the Republic found itself a short while ago. This attitude, as noble as it was cordial, is considered by Costa Rica as responsive to the affection she professes and entertains for the foreign colonies because of their high character and their efficient support in the work of our advancement.

ECUADOR.

NEW CUSTOM-HOUSE AT GUAYAQUIL.

The announcement made by the Government regarding the construction of a new custom-house at Guayaquil is as follows:

By orders received from the Minister of Public Works, tenders are solicited for the construction of the building of the custom-house at this port.

The plans and all information connected therewith, and the manner in which the building must be constructed, can be seen by all interested persons at the office of the Secretary of the Province at the Government House.

For the payment of said building, the custom-house law disposes 4 per cent of the surcharge on import dues, which is calculated to produce an average of 150,000 sucres a year, and the amount has been ordered to be deposited from January 1 of this year.

The person or association that obtains the contract will be called upon to pay the Government, before signing the same, 6,000 sucres as price for the plans of the building.

All offers will be received at the office of the Secretary of the Province and at the Ecuadorian consulates in New York, Paris, Liverpool, Brussels, and Hamburg up to the 31st day of August, 1898.

INDUSTRIAL NOTES.

Information received indicates that the Provinces of Los Rios and Guayas will produce this year an excellent crop of cacao, the staple of that region. The financial condition of the Republic is said to be satisfactory, and under the influence of the peaceful conditions prevailing throughout the country and the liberal régime of President ALFARO, the general outlook is most promising.

A contract for the construction of the railroad from the seacoast to Quito has been signed with Messrs. DRAKE, STRATTON & Co., and Mr. HARMAN has gone to London to complete arrangements for commencing the work.

HAITI.

MINISTER POWELL'S SUGGESTIONS FOR INCREASING TRADE WITH THE UNITED STATES.

"The Manufacturer," published in Philadelphia, in its issue of May 7, contains a lengthy article, by Hon. WILLIAM F. POWELL, United States Minister to Haiti, pointing out obstacles now existing to the development of the trade between the two countries and submitting some practical suggestions for remedying those conditions. In substance, the Minister says: Manufacturers should send agents, who understand the French language, to study the tastes of the people, their favorite colors, and likes and dislikes for the various classes of goods, and then cater to the trade by manufacturing goods the people desire. These matters, small as they may seem, impede the sale of American manufactures, espe-

cially textile goods. Another important factor is the suitable and salable lengths which the buyer demands, as our manufacturers assume certain arbitrary ideas in this regard which the buyer must accept or do without the goods. Great care should be taken in packing the goods, that they may be in an attractive condition on reaching the market and therefore more salable.

The white potato raised in Haiti is of an inferior quality, and for many years, the American product was the only potato sold there. Requests were made repeatedly to American shippers to send these potatoes in small packages, as they were using barrels and bags. No attention was paid to the request, and merchants in France, learning of this, sent potatoes as an experiment in crates, which proved successful, and now find a ready market to the exclusion of the American product. The same can be said of the butter used there, the best coming from Denmark, packed in one and two pound buckets, which find ready sale, the American article being equally good and in many respects superior but unsalable, as it is packed in a manner inconvenient for use.

The means of communication between the coast and interior are meager, the roads poor and mountainous, and the donkey, the universal beast of burden, is used for conveyance; consequently small packages are a necessity. If evils of this kind were remedied, the market would soon be controlled by American manufacturers. Communication between the various ports of the Republic is made by water, either steam or sailing vessel, the interior trade being carried on by pack animals. There is an excellent opportunity for enterprising Americans with capital and energy to build railroads. The climate is unsurpassed, and even in the rainy season the mornings are clear, rain never falling until late in the afternoon or at night.

Agriculture is the chief industry of the country, the main revenue being derived from coffee, logwood, and cacao. The raising of fruit could be made a profitable and paying business, as the cultivation of the orange, banana, lemon, lime, and cocoanut receives but little attention. There is but one manufacturing establishment on the island, and it is owned by an enterprising American, who has conceived and is carrying forward projects that will utilize the valuable woods found there. The

Republic has wonderful resources yet undeveloped. Its soil is prolific, and its mines of coal, zinc, copper, and salt await American enterprise.

The business community is in favor of a reciprocity treaty with the United States, but this is impossible with this Government, as the main portion of its revenue is derived from the duties obtained from imports, there being no tax levied on real and landed property. The import duties will soon be increased 25 per cent, the amount obtained from this source to constitute a sinking fund in case a loan is effected. This loan is to provide for the retirement of the paper currency and to bring the country to a gold standard. After such retirement of the paper currency, all public contracts on the part of the Government and all private contracts on the part of the merchants will be based on the standard value of the American gold dollar, which in the future will be the measure of value and the only medium of exchange. The exports of Haiti for the four months, October 1, 1896, to January 1, 1897, are reported by the Banque Nationale d'Haiti as follows:

Haitian ports.	Coffee.	Cacao.	Logwood.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
Port au Prince.....	5, 224, 381	124, 283	500, 000
Cape Haitien.....	6, 522, 134	63, 053	2, 448, 600
Saint Marc.....	322, 728	.....	3, 855, 000
Gonaives.....	3, 189, 409	5, 767	7, 409, 450
Port de Paix.....	426, 598	3, 461	3, 844, 000
Petit Goave.....	2, 494, 558	.....	.....
Miragoane.....	494, 499	.....	1, 643, 450
Jeremie.....	2, 115, 822	554, 722	290, 000
Aquin.....	855, 661	.....	756, 000
Aux Cayes.....	4, 701, 550	.....	1, 046, 000
Jacmel.....	6, 989, 903	.....	110, 000
Total.....	33, 337, 243	751, 286	21, 902, 500

In addition, Haiti during this period exported from the various ports 47,639 pounds of cotton, 3,975 feet of mahogany, 42,637 pounds of hides (cattle), 25,491 pounds being shipped from Port au Prince alone; 10,910 pounds of lignum-vitæ gum, 2,960 pounds of copper, 5,583,400 pounds of logwood roots, 5,553,400 pounds being exported from Port au Prince; 9,355 pounds and sixty paquets of goat skins, nearly all shipped from Cape Haitien, 10,870 pounds of orange skins, 2,660 pounds of lignum-vitæ

wood, 210 gallons of honey, 321 gallons of rum, 1,259 pounds of wax. It is noted that coffee is the leading article of export. Basing our estimates of the crop on the exports of the first four months of the harvest period, the crop for 1896-97 is put down at 67,000,000 pounds, but as the harvest began late and appears to be very abundant, it is reckoned that it surpassed 70,000,000 pounds. The total coffee exports for some recent years were as follows:

	<i>Pounds.</i>
1895-96.....	47, 643, 451
1894-95.....	75, 371, 865
1893-94.....	58, 426, 100
1892-93.....	70, 829, 779
1891-92.....	67, 831, 893
1890-91.....	56, 692, 039
1889-90.....	78, 213, 445

MEXICO.

SUGAR-CANE CULTURE.

Mr. J. YORBA, who has made a study of the productions best adapted to Mexico, is publishing in "Modern Mexico" a series of interesting articles on this subject. The June number contains a paper devoted to the culture of the sugar cane, from which the following short extract is taken:

The plant requires irrigation in Lower California, Chihuahua, Coahuila, Sonora, Nuevo Leon, Tamaulipas, Sinaloa, parts of Puebla (as Acatlan, Atlixco, Chiautla, Matamoros, and the Tehuacan district), Morelos, portions of Guerrero (as Alarcon, Aladama, Alvarez, and the Hidalgo districts), portions of Oaxaca (as Teotitlan, Tlacolula, Silacayoapam, Yautepec, Juchitan, and Tehuantepec), Michoacan (as in Coalcoman and Ixtlahuacan districts), portions of Jalisco (as in Guadalajara, La Barca, Colotlan, Ameca and Sayula districts), Mexico, portions of Vera Cruz (as in Coatepec and Orizaba districts), and San Luis Potosi. Lands suitable for sugar cane in Hidalgo, Tabasco, Campeche, Yucatan, Chiapas, Tepic, and in the other districts of Vera Cruz, Oaxaca, Puebla, Guerrero, Michoacan, and Jalisco have sufficient moisture from rains, mist, and dew, which advantage renders the cost of cultivation nearly 30 per cent less.

Good sugar lands can be obtained in Sinaloa at prices ranging from \$10 to \$300 per hectare (two and one-half acres); in Nuevo Leon, Tamaulipas, and San Luis Potosi, from \$50 to \$100 per hectare; in Puebla Jalisco and Oaxaca, from \$8 to \$500 per hectare; in Vera Cruz, Chiapas, Tobasco, Campeche, and

Yucatan, from \$7 to \$250 per hectare; in Guerrero and Hidalgo, from \$5 to \$250 per hectare; and in Morelos, Michoacan, and Mexico, from \$10 to \$750 per hectare. The finest lands in the Republic adaptable for this cultivation, having the foregoing physical conditions and cheap transportation, are situated on the foothills of the Isthmus of Tehuantepec, on the Gulf side, which can be purchased from \$10 to \$25 per acre.

Area and population of the States and Territories.

	Area in square kilometers.	Population.	Inhabitants per square kilometer.
Federal District	1, 200	476, 413	397. 01
Tlaxcal.	4, 132	166, 803	48. 37
Guanajuato	29, 458	1, 062, 554	36. 07
Mexico.	22, 957	841, 618	35. 13
Puebla	31, 616	948, 413	31. 13
Queretaro	9, 215	228, 551	24. 80
Hidalgo	23, 101	558, 769	24. 19
Morelos	7, 184	159, 355	22. 18
Michoacan.	59, 261	894, 753	15. 09
Aguascalientes	7, 644	104, 615	13. 69
Jalisco	82, 503	1, 107, 227	13. 42
Vera Cruz	75, 651	866, 355	11. 45
Oaxaca.	91, 664	884, 909	9. 65
Colima	5, 887	55, 752	9. 47
San Luis Potosi.	65, 586	568, 449	8. 67
Zacatecas	64, 137	452, 578	7. 06
Guerrero	54, 756	417, 621	6. 44
Tabasco.	26, 094	134, 839	5. 17
Tepic (Territory)	29, 211	148, 776	5. 09
Nuevo Leon.	62, 998	309, 252	4. 90
Chiapas	79, 524	319, 599	4. 53
Yucatan	91, 201	298, 850	3. 39
Sinaloa	87, 231	258, 865	2. 97
Durango	98, 470	286, 906	2. 91
Tamaulipas	84, 394	206, 502	2. 45
Campeche	46, 855	88, 302	1. 67
Coahuila	161, 550	241, 026	1. 49
Chihuahua	227, 468	262, 771	1. 15
Sonora	199, 224	191, 281	0. 96
Lower California (Territory)	151, 109	43, 245	0. 28
Total	1, 983, 282	12, 619, 949	6. 36

NICARAGUA.

LAW CONCERNING EXPLOSIVES.

The following regulations regarding explosives in Nicaragua will be of interest in connection with the proposed canal construction, and to persons contemplating mining ventures in that country:

SEC. 5. No private individual can retain more than 2 pounds of powder, 5 pounds of lead, 500 caps, and 200 cartridges, even if he should keep these

objects in different places; but the proprietors of two or more plantations or enterprises may keep in each of them the quantities of each of the said articles fixed in this paragraph.

SEC. 6. Those who infringe upon the above paragraph and the merchants who do not comply with the orders given in section 2 of this law shall be prosecuted and punished as smugglers.

SEC. 7. Miners or others who have to retain for their work more powder than is permitted by paragraph 6 must obtain special authorization from the Ministry of Finance, and this will be given or denied according to the merits of the information upon the case.

CONTRACT WITH THE PACIFIC MAIL STEAMSHIP COMPANY.

The British Foreign Office is notified under date of March 25, by Her Majesty's Consul at Granada, that the Nicaraguan Government has renewed its contract with the Pacific Mail Steamship Company for the carriage of mails, freight, and passengers to and from the ports of Corinto and San Juan del Sur. By this arrangement, the above-named ports will have three direct connections with New York each month instead of two, as heretofore.

UNITED STATES.

TRADE WITH LATIN-AMERICA.

STATEMENT OF IMPORTS AND EXPORTS.

Following is the latest statement from figures compiled by the Bureau of Statistics, United States Treasury Department, O. P. AUSTIN, chief, showing the value of the trade between the United States and the Latin-American countries. The report is for the month of March, 1898, corrected to May 4, 1898, with a comparative statement for the corresponding period of the previous year; also for the nine months ending March 31, 1898, compared with the corresponding period of the fiscal year 1897. It should be explained that the figures from the various custom-houses showing imports and exports for any one month are not received at the Treasury Department until about the 20th of the following month, and some time is necessarily consumed in compilation and printing, so that the returns for March, for example, are not published until some time in May.

IMPORTS OF MERCHANDISE.

Articles and countries.	March—		Nine months ending March—	
	1897.	1898.	1897.	1898.
Chemicals:				
Logwood (<i>Palo campeche</i> ; <i>Páu campeche</i> ; <i>Campêche</i>)—				
Mexico	\$1,390	\$987	\$9,915	\$21,117
Coal, bituminous (<i>Carbon bituminoso</i> ; <i>Carvão betuminoso</i> ; <i>Charbon de terre</i>):				
Mexico	21,379	17,160	149,909	142,950
Cocoa (<i>Cacao</i> ; <i>Coco ou Cacão cru</i> ; <i>Cacao</i>):				
Brazil	43,765	15,845	308,492	161,206
Other South America	114,586	168,795	720,392	883,108
Coffee (<i>Café</i> ; <i>Café</i> ; <i>Cafè</i>):				
Central America	1,419,447	1,036,852	3,541,463	2,855,411
Mexico	1,106,184	634,237	2,695,535	2,586,985
Brazil	4,968,129	3,030,662	41,863,376	32,126,727
Other South America	813,673	624,430	8,642,165	6,479,243
Cotton, unmanufactured (<i>Algodón en rama</i> ; <i>Algodão em rama</i> ; <i>Coton, non manufacturé</i>):				
South America	17,275	25,431	83,933	85,010
Fibers:				
Sisal grass (<i>Henequén</i> ; <i>Henequen</i> ; <i>Hennequen</i>)—				
Mexico	241,135	559,430	2,805,161	3,219,871
Fruits:				
Bananas (<i>Plátanos</i> ; <i>Bananas</i> ; <i>Bananes</i>)—				
Central America	128,682	149,921	899,690	996,900
South America	58,368	54,174	392,583	389,072
Oranges (<i>Naranjas</i> ; <i>Laranjas</i> ; <i>Oranges</i>)—				
Mexico	723	116	253,005	134,489
Furskins (<i>Pieles finas</i> ; <i>Pelles</i> ; <i>Furrures</i>):				
South America	342	2,214	16,408	34,187
Hides and skins (<i>Cueros y pieles</i> ; <i>Couros e pelles</i> ; <i>Cutrs et peaux</i>):				
Central America	23,881	18,196	190,069	150,268
Mexico	337,350	260,616	1,329,085	1,389,595
South America	639,230	1,064,313	5,898,067	6,669,143
India rubber, crude (<i>Goma elástica cruda</i> ; <i>Borracha crúa</i> ; <i>Caoutchouc, brut</i>):				
Central America	30,828	39,061	338,012	319,020
Mexico	2,216	4,414	19,661	25,090
Brazil	1,496,207	1,466,809	9,189,574	12,524,445
Other South America	27,416	52,087	367,966	479,690

IMPORTS OF MERCHANDISE.

Articles and countries.	March—		Eight months ending March—	
	1897.	1898.	1897.	1898.
Lead, in pigs, bars, etc. (<i>Plomo en galápagos, barras, etc.; Chumbo em linguados, barras, etc.; Plombs, en saumons, en barres, etc.</i>):				
Mexico	\$110, 428	\$178, 551	\$1, 036, 017	\$1, 308, 235
Sugar, not above No. 16 Dutch standard (<i>Açúcar, no superior al No. 16 de la escala holandesa; Assucar não superior ao No. 16 de padrão holandez; Sucre, pas au-dessus du type hollandais No. 16</i>):				
Mexico	2, 572	10, 180	14, 617	19, 707
Brazil	339, 996	288, 392	1, 861, 230	1, 368, 402
Other South America	506, 511	538, 406	3, 920, 955	3, 375, 386
Tobacco, leaf (<i>Tabaco en rama; Tabaco em folha; Tabac en feuilles</i>):				
Mexico	8, 072	9, 878	212, 676	202, 408
Wood, mahogany (<i>Madera, caoba; Mogno; Acajou</i>):				
Central America.....	1, 043	3, 549	74, 964	108, 712
Mexico	12, 575	35, 334	218, 833	265, 406
South America	1, 106	.....	28, 086	38, 879
Wool (<i>Lana; Lã; Laine</i>):				
South America—				
Class 1 (clothing).....	937, 028	70, 954	1, 790, 216	517, 451
Class 2 (combing)	123, 743	207	272, 149	9, 598
Class 3 (carpet).....	113, 982	30, 368	465, 494	260, 068

EXPORTS OF DOMESTIC MERCHANDISE.

Agricultural implements (<i>Instrumentos de agricultura; Instrumentos de agricultura; Machines agricoles</i>):				
Central America.....	1, 100	211	24, 362	14, 213
Mexico	14, 574	14, 746	92, 020	88, 428
Santo Domingo.....	317	.....	952	837
Argentina.....	43, 343	22, 641	367, 336	314, 338
Brazil	1, 535	5, 126	17, 020	21, 250
Colombia	596	459	2, 870	2, 669
Other South America	8, 493	15, 040	127, 833	148, 162
Animals:				
Cattle (<i>Ganado vacuno; Gado; Be-tail</i>)—				
Central America	959	.....	11, 215	7, 018
Mexico .....	.....	6, 075	22, 406	41, 915
South America .....	.....	100	2, 737	6, 880
Hogs (<i>Cerdos; Porcos; Cochons</i>)—				
Mexico	8, 074	1, 001	260, 778	44, 079

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	March—		Nine months ending March—	
	1897.	1898.	1897.	1898.
Animals—Continued.				
Horses (<i>Caballos; Cavallos; Chevaux</i>)—				
Central America.....	\$935	\$140	\$33, 922	\$9, 580
Mexico	8, 555	12, 105	62, 733	66, 434
South America			10, 455	4, 650
Sheep (<i>Carneros; Carneiros; Moutons</i>):				
Mexico	450	10	11, 037	8, 288
South America	1, 030	882	7, 536	8, 977
Books, maps, engravings, etc. (<i>Libros, mapas, grabados, etc.; Livros, mapas, gravuras, etc.; Livres, cartes de géographie, gravures, etc.</i>):				
Central America.....	4, 292	738	53, 650	31, 976
Mexico	7, 661	8, 238	139, 549	107, 450
Santo Domingo.....	130	27	1, 126	443
Argentina.....	1, 271	1, 797	16, 877	23, 049
Brazil	19, 712	6, 585	61, 293	144, 620
Colombia	6, 740	779	71, 303	16, 051
Other South America	2, 060	6, 187	40, 694	35, 227
Breadstuffs:				
Corn (<i>Maíz; Milho; Maïs</i>)—				
Central America....	6, 740	4, 609	26, 918	49, 490
Mexico	287, 340	1, 114	2, 805, 597	39, 632
Santo Domingo.....	138		249	166
South America	1, 045	1, 597	10, 210	34, 147
Wheat (<i>Trigo; Trigo; Blé</i>)—				
Central America.....	5, 816	4, 360	61, 351	33, 369
South America	195	130, 606	152, 899	1, 450, 346
Wheat flour (<i>Harina de trigo; Farina de trigo; Farine de blé</i>)—				
Central America.....	128, 401	165, 205	833, 882	850, 521
Mexico	9, 332	6, 158	69, 843	50, 201
Santo Domingo.....	13, 689	21, 429	110, 105	123, 687
Brazil	501, 704	263, 065	2, 636, 423	2, 569, 369
Colombia	36, 198	40, 644	443, 589	417, 973
Other South America.....	127, 057	170, 089	1, 116, 349	1, 336, 635
Carriages, cars, etc., and parts of (<i>Carruages, carros y sus accesorios; Carriages, carros, e partes de carros; Voitures, wagons et leurs parties</i>)—				
Central America.....	12, 504	3, 931	120, 711	30, 457
Mexico	14, 877	6, 172	279, 822	450, 607
Santo Domingo.....	131	2, 081	12, 264	23, 242
Argentina.....	9, 480	10, 963	114, 931	185, 811
Brazil	537	154, 197	101, 614	294, 071
Colombia	5, 827	13, 458	47, 839	34, 638
Other South America.....	1, 895	8, 979	32, 629	66, 864

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	March—		Nine months ending March—	
	1897.	1898.	1897.	1898.
Cycles and parts of (<i>Biciclos y sus accesorios; Bicyclos e accessorios; Bicyclettes et leurs parties</i>):				
Central America.....	\$2, 496	\$569	\$49, 453	\$6, 503
Mexico	5, 200	4, 630	53, 095	47, 741
Santo Domingo.....	834	211	3, 214	938
Argentina.....	10, 245	15, 342	32, 238	63, 694
Brazil	1, 768	9, 344	17, 327	70, 886
Colombia	1, 254	486	18, 179	14, 251
Other South America.....	5, 133	4, 080	55, 388	39, 249
Clocks and watches (<i>Relojes de pared y de bolsillo; Relogios de paredede de bolso; Pendules et montres</i>):				
Central America.....	1, 439	907	9, 968	5, 381
Mexico	2, 100	2, 349	19, 823	15, 566
Argentina.....	5, 193	1, 636	31, 066	23, 804
Brazil	2, 593	2, 219	52, 292	29, 717
Other South America.....	10, 104	6, 011	75, 509	70, 323
Coal (<i>Carbón; Carvão; Charbon</i>):				
Central America.....	1, 846	1, 150	22, 285	18, 052
Mexico	76, 535	82, 926	446, 998	653, 065
Santo Domingo.....	4, 763	1, 051	22, 269	8, 851
Brazil.....			60, 573	46, 062
Colombia		5, 579	12, 750	32, 434
Other South America.....	10, 173	5, 712	22, 948	17, 595
Copper (<i>Cobre; Cobre; Cuivre</i>):				
Mexico.....	482	1, 484	8, 768	11, 066
Cotton, unmanufactured (<i>Algodón no manufacturado; Algodão não manufacturado; Coton non manufacturé</i>):				
Mexico	51, 408	99, 100	1, 176, 019	1, 204, 396
Cotton cloths (<i>Tejidos de algodón; Fazendas de algodão; Coton, manufacturé</i>):				
Central America.....	55, 669	37, 239	453, 908	283, 276
Mexico	24, 012	50, 170	253, 991	303, 747
Santo Domingo.....	7, 291	5, 459	76, 713	68, 793
Argentina.....	7, 571	11, 760	247, 380	138, 376
Brazil	59, 393	50, 630	453, 515	397, 407
Colombia	26, 434	20, 508	273, 755	215, 832
Other South America.....	112, 290	124, 088	1, 075, 361	822, 248
Wearing apparel (cotton) (<i>Ropa de algodón; Roupa de algodão; Vêtements en coton</i>):				
Central America.....	22, 064	26, 210	182, 475	151, 147
Mexico	32, 318	31, 260	265, 292	235, 522
Santo Domingo	2, 795	4, 018	23, 833	15, 820
Argentina.....	5, 874	2, 278	52, 252	25, 031
Brazil	8, 561	2, 581	55, 948	39, 483
Colombia	3, 441	3, 141	38, 840	30, 904
Other South America.....	3, 814	2, 910	42, 244	37, 311

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	March—		Nine Months ending March—	
	1897.	1898.	1897.	1898.
Fruits and nuts (<i>Frutas y nueces; Frutas e nozes; Fruits et noisettes</i>):				
Central America.....	\$4, 702	\$3, 417	\$44, 478	\$30, 307
Mexico.....	4, 377	4, 246	59, 516	44, 082
Santo Domingo.....	125	28	2, 262	1, 339
Argentina.....	620	.....	4, 379	7, 095
Brazil.....	774	506	10, 278	10, 234
Colombia.....	802	494	7, 578	8, 096
Other South America.....	2, 269	2, 094	30, 271	20, 688
Hides and skins (<i>Cueros y pieles; Couros e pelles; Cuirs et peaux</i>):				
Central America.....	543	.....	1, 411	.....
Mexico.....	647	342	26, 681	1, 784
Hops (<i>Lúpulos; Lupulos; Houblon</i>):				
Central America.....	792	306	2, 402	2, 641
Mexico.....	506	5, 179	40, 561	31, 439
Santo Domingo.....	.....	12	287	19
South America.....	146	84	1, 021	1, 037
Instruments:				
Electric and scientific apparatus (<i>Aparatos eléctricos y científicos; Aparelhos electricos e científicos; Appareils électriques et scientifiques</i>)—				
Central America.....	31, 734	5, 620	82, 106	46, 533
Mexico.....	16, 782	24, 043	195, 063	206, 127
Argentina.....	32, 524	.....	102, 199	52, 442
Brazil.....	4, 780	2, 755	67, 469	79, 693
Other South America.....	12, 746	9, 755	178, 965	99, 341
Iron and Steel, Manufactures of:				
Builders' hardware, and saws and tools (<i>Materiales de metal para construcción, sierras y herramientas; Ferragens, serras e ferramentas; Matériaux de construction en fer et acier, scies et outils</i>)—				
Central America.....	\$12, 343	\$6, 945	\$108, 982	\$64, 365
Mexico.....	44, 901	34, 145	479, 183	324, 976
Santo Domingo.....	882	877	7, 405	10, 379
Argentina.....	22, 291	8, 632	174, 315	107, 437
Brazil.....	20, 802	9, 924	188, 668	119, 401
Colombia.....	9, 277	7, 609	92, 307	69, 156
Other South America.....	23, 275	18, 826	198, 586	164, 995
Sewing machines and parts of (<i>Máquinas de coser y accesorios; Machinas de coser e accesorios; Machines à coudre et leurs parties</i>)—				
Central America.....	12, 593	1, 401	70, 824	24, 785
Mexico.....	26, 747	24, 749	149, 584	161, 240
Santo Domingo.....	24	315	866	1, 208
Argentina.....	16, 856	6, 226	80, 981	68, 630
Brazil.....	7, 567	9, 708	94, 726	69, 080
Colombia.....	8, 972	5, 981	86, 453	58, 981
Other South America.....	8, 007	8, 468	95, 694	81, 587

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	March—		Nine months ending March—	
	1897.	1898.	1897.	1898.
Iron and steel, manufactures of— Continued.				
Typewriting machines and parts of (<i>Máquinas de escribir y accesorios; Machinas de escribir e accessorios; Machines à écrire et leurs parties</i>):				
Central America.....	\$3,495	\$234	\$10,230	\$2,223
Mexico.....	2,795	2,477	19,025	21,903
Santo Domingo.....	85	.....	227	90
Argentina.....	637	465	10,265	12,471
Brazil.....	.....	327	3,322	3,435
Colombia.....	216	164	2,433	3,605
Other South America.....	822	2,457	7,128	11,844
Leather, other than sole (<i>Cuero, distinto del de suela; Couro não para solas; Cuirs, autres que pour semelles</i>):				
Central America.....	905	324	3,888	3,023
Mexico.....	1,038	964	13,299	7,740
Santo Domingo.....	80	50	510	539
Argentina.....	512	.....	3,905	2,451
Brazil.....	1,249	4,734	13,888	39,000
Colombia.....	456	451	2,001	2,702
Other South America.....	1,582	895	12,835	10,318
Boots and shoes (<i>Calzado; Calçados; Chaussures</i>):				
Central America.....	11,875	9,049	73,107	69,320
Mexico.....	10,055	7,513	38,179	55,309
Colombia.....	4,748	2,164	29,442	30,823
Other South America.....	3,207	2,332	21,678	18,890
Naval stores: Rosin, tar, etc. (<i>Resina y alquitrán; Resina e alcatrão; Résine et goudron</i>):				
Central America.....	908	1,871	17,639	10,770
Mexico.....	564	629	4,931	6,942
Santo Domingo.....	403	77	3,471	3,985
Argentina.....	16,100	4,053	57,932	58,966
Brazil.....	18,210	14,813	200,445	161,476
Colombia.....	1,495	1,631	14,734	9,355
Other South America.....	7,572	7,345	79,539	76,422
Turpentine, spirits of (<i>Aguarrás; Agua-raz; Térébenthine</i>):				
Central America.....	342	301	3,313	2,369
Mexico.....	585	545	1,715	2,335
Santo Domingo.....	25	81	243	376
Argentina.....	830	7,777	46,748	73,327
Brazil.....	11,084	11,437	38,379	48,590
Colombia.....	479	355	4,394	3,326
Other South America.....	2,135	7,061	29,972	34,252
Oils, mineral, crude (<i>Aceites, minerales, crudos; Oleos, minerais, crús; Huiles minérales, Brutes</i>):				
Mexico.....	37,966	33,771	246,003	254,784

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	March.		Nine months ending March—	
	1897.	1898.	1897.	1898.
Oils, mineral, refined or manufactured (<i>Aceites minerales, refinados ó manufacturados; Oleos mineraes, refinados ó manufacturados; Huiles minérales, raffinées ou manufacturées</i>):				
Central America.....	\$10, 851	\$10, 773	\$110, 269	\$80, 380
Mexico.....	15, 893	17, 434	124, 990	139, 751
Santo Domingo.....	3, 900	21, 655	26, 546	48, 855
Argentina.....	104, 523	86, 311	909, 045	700, 177
Brazil.....	190, 670	115, 721	1, 124, 433	1, 125, 791
Colombia.....	10, 384	8, 651	91, 431	69, 807
Other South America.....	69, 335	134, 264	784, 418	644, 036
Oils, vegetable (<i>Aceites vegetales; Oleos vegetales; Huiles végétales</i>):				
Central America.....	183	563	4, 009	2, 200
Mexico.....	22, 005	15, 661	246, 164	277, 825
Santo Domingo.....	1, 145	2, 839	8, 906	16, 158
Argentina.....	157	766	10, 971	3, 835
Brazil.....	23, 139	24, 652	107, 830	182, 878
Other South America.....	6, 834	10, 656	56, 926	69, 471
Paraffin and paraffin wax (<i>Parafina y cera de parafina; Paraffina e cera de paraffina; Paraffine et cire faite de cette substance</i>):				
Central America.....	4, 325	.....	23, 737	13, 959
Mexico.....	12, 477	9, 936	123, 636	120, 472
Brazil.....	1, 014	630	11, 470	8, 389
Other South America.....	295	1, 025	3, 197	5, 128
Provisions, comprising meat and dairy products:				
Beef, canned (<i>Carne de vaca en latas; Carne de vacca em latas; Beef conserve</i>)—				
Central America.....	3, 183	3, 383	25, 151	23, 163
Mexico.....	1, 254	1, 311	11, 859	11, 553
Santo Domingo.....	.....	.....	51	29
Argentina.....	.....	.....	30	357
Brazil.....	1, 023	5, 584	15, 529	13, 580
Colombia.....	764	372	5, 160	4, 879
Other South America.....	1, 382	1, 100	9, 372	9, 878
Beef, salted or pickled (<i>Carne de vaca, salada ó en salmuera; Carne de vacca, salgada ou em salmoura; Beef, salté ou en saumure</i>)—				
Central America.....	4, 267	4, 925	22, 263	28, 338
Mexico.....	5	67	89	415
Santo Domingo.....	97	165	2, 067	1, 385
Brazil.....	261	59	3, 101	838
Colombia.....	1, 367	1, 387	8, 247	8, 883
Other South America.....	5, 293	13, 375	130, 932	121, 019

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	March—		Nine months ending March—	
	1897.	1898.	1897.	1898.
Provisions, comprising meat and dairy products—Continued.				
Tallow (<i>Sebo; Sebo; Suif</i>)—				
Central America.....	\$6, 601	\$6, 831	\$93, 026	\$68, 999
Mexico	832	2, 278	30, 937	19, 659
Santo Domingo.....	1, 815	.....	15, 604	18, 442
Brazil.....	140	.....	4, 317	24, 492
Colombia	894	2, 213	6, 384	15, 766
Other South America.....	500	2, 940	10, 682	9, 820
Bacon (<i>Tocino; Toucinho; Lard fumé</i>)—				
Central America.....	1, 412	1, 080	13, 052	12, 762
Mexico	780	973	7, 308	7, 736
Santo Domingo.....	190	194	1, 827	1, 221
Brazil.....	170, 714	19, 327	728, 744	450, 757
Colombia	42	28	1, 095	1, 025
Other South America.....	2, 022	1, 556	14, 460	23, 224
Hams (<i>Jamones; Presunto; Jam-bons</i>)—				
Central America.....	2, 550	2, 633	23, 673	22, 267
Mexico	1, 888	2, 051	22, 773	17, 217
Santo Domingo.....	781	866	5, 676	4, 581
Brazil.....	300	224	843	2, 106
Colombia	1, 513	1, 066	10, 868	10, 484
Other South America.....	7, 393	5, 921	74, 009	69, 446
Pork (<i>Carne de puerco; Carne de porco; Porc</i>)—				
Central America.....	5, 243	7, 173	40, 582	50, 929
Santo Domingo.....	379	827	3, 175	2, 601
Brazil.....	.....	48	5, 677	485
Colombia	562	910	4, 925	5, 749
Other South America.....	9, 165	14, 393	142, 060	158, 352
Lard (<i>Manteqa; Banha; Saindoux</i>)—				
Central America.....	7, 714	17, 976	73, 609	100, 351
Mexico	31, 222	10, 788	252, 239	146, 337
Santo Domingo.....	2, 488	2, 194	15, 495	15, 335
Argentina.....	660	255	3, 783	1, 754
Brazil.....	144, 792	53, 677	466, 500	739, 380
Colombia	9, 499	7, 665	109, 923	84, 139
Other South America.....	47, 410	53, 048	480, 727	457, 529
Oleo and oleomargarine (<i>Grasa y oleomargarina; Oleo e oleomargarina; Oléo et oléomargarine</i>)—				
Central America.....	22	4, 500	32	43, 860
Mexico	16	281	626	552
Colombia	506	734	5, 550	5, 259
Other South America.....	3, 765	830	26, 523	12, 578
Butter (<i>Mantequilla; Manteiga; Beurre</i>)—				
Central America.....	4, 442	5, 012	33, 851	37, 508
Mexico	4, 517	4, 583	28, 671	31, 816
Santo Domingo.....	808	812	5, 084	4, 715
Brazil.....	3, 901	9, 454	29, 160	67, 239
Colombia	2, 156	2, 160	12, 305	15, 725
Other South America.....	8, 467	8, 778	65, 098	62, 388

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	March—		Nine months ending March—	
	1897.	1898.	1897.	1898.
Provisions, comprising meat and dairy products—Continued.				
Cheese (<i>Queso; Queijo; Fromage</i>)—				
Central America.....	\$2, 247	\$1, 985	\$14, 207	\$13, 726
Mexico.....	1, 206	1, 595	11, 036	11, 242
Santo Domingo.....	625	652	3, 270	2, 776
Brazil.....			80	182
Colombia.....	963	914	7, 909	8, 655
Other South America.....	1, 508	1, 683	11, 637	13, 291
Seeds (<i>Semillas; Sementes; Semente</i>)—				
Central America.....	876	2, 075	8, 055	4, 260
Mexico.....	1, 794	6, 253	16, 309	28, 143
Santo Domingo.....	47	45	330	587
Argentina.....	341	216	742	348
Brazil.....	240	20	855	858
Colombia.....	341	162	2, 049	1, 409
Other South America.....	108	188	4, 310	1, 694
Sugar, refined (<i>Azúcar refinado; Assucar refinado; Sucre raffiné</i>):				
Central America.....	7, 006	4, 699	47, 329	40, 672
Mexico.....	479	1, 226	19, 153	11, 351
Santo Domingo.....	420	40	1, 752	1, 406
Colombia.....	3, 605	1, 803	36, 475	21, 590
Other South America.....	16		1, 135	5, 018
Tobacco, unmanufactured (<i>Tabaco no manufacturado; Tabaco não manufacturado; Tabac non manufacturé</i>):				
Central America.....	251	3, 928	13, 890	25, 501
Mexico.....	22, 888	5, 027	90, 278	108, 534
Argentina.....		2, 810	4, 055	3, 375
Colombia.....		713	2, 125	5, 645
Other South America.....	7, 187	8, 117	74, 966	70, 974
Tobacco, manufactures of (<i>Manufacturas de tabaco; Manufacturas de tabaco; Tabac fabriqué</i>):				
Central America.....	5, 874	5, 744	46, 762	32, 323
Mexico.....	417	10, 231	11, 610	16, 910
Argentina.....	706		47, 853	1, 807
Brazil.....			1, 355	560
Colombia.....	4	642	1, 070	2, 544
Other South America.....	3, 687	4, 668	45, 078	56, 938
Wood, unmanufactured (<i>Madera no manufacturada; Madeira não manufacturada; Bois brut</i>):				
Central America.....		911	125, 033	45, 557
Mexico.....	12, 296	26, 489	209, 980	166, 030
Argentina.....	4, 580		33, 516	6, 490
Brazil.....			9, 694	7, 278
Colombia.....	1, 141	9, 600	8, 535	22, 107
Other South America.....	4, 539	270	14, 622	31, 140

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	March —		Nine months ending March—	
	1897.	1898.	1897.	1898.
Lumber (<i>Maderas; Madciras; Bois de construction</i>):				
Central America.....	\$20, 318	\$4, 645	\$103, 152	\$31, 559
Mexico.....	111, 783	77, 413	659, 000	621, 864
Santo Domingo.....	9, 795	3, 096	41, 445	31, 317
Argentina.....	81, 016	86, 462	875, 443	664, 045
Brazil.....	66, 031	60, 383	533, 065	531, 337
Colombia.....	2, 061	4, 561	36, 438	47, 545
Other South America.....	45, 142	37, 971	556, 651	361, 078
Furniture (<i>Muebles; Mobilia; Meubles</i>):				
Central America.....	11, 533	3, 720	118, 885	66, 628
Mexico.....	14, 429	13, 234	135, 304	117, 948
Santo Domingo.....	1, 189	628	9, 602	9, 075
Argentina.....	18, 600	1, 643	75, 576	56, 583
Brazil.....	5, 487	2, 382	38, 541	30, 073
Colombia.....	3, 635	2, 474	30, 661	26, 970
Other South America.....	5, 704	5, 768	86, 701	59, 197
Wool, raw (<i>Lana cruda; Lã crúa; Laines brutes</i>):				
Mexico.....	8, 745	.....	140, 083	10

URUGUAY.

AGRICULTURAL EXPORTS.

United States Consul SWALM reports to the Department of State that the exports of wheat, flour, and corn from Uruguay for a series of years were as below :

Year.	Wheat.	Flour.	Corn.
1893.....	\$169, 377	\$433, 027	\$23, 277
1894.....	1, 382, 808	964, 372	882, 808
1895.....	2, 079, 761	681, 744	797, 761
1896.....	161, 112	733, 282	866, 869
1897.....	392, 637	612, 356	34, 565

In addition to the figures given in the above table, there were exported during the same years by-products of wheat to the value of \$300,000. Consul SWALM states that, under normal conditions, Uruguay can be counted on as a competitor of the United States

in the above-named staples in the markets of Brazil, and even in Europe. Each year sees an increased acreage of these products brought under cultivation. The total exports of agricultural products during the four years commencing 1894 amounted in value to \$10,902,823, while for the preceding four years, they were \$2,246,855, showing a gain for the first-named period of \$8,655,968.

DEMAND FOR ROOFING SLATES.

Consul SWALM makes the following report in regard to the increasing demand for roofing slates in Uruguay, the modern architect having found that he can build cheaper and better roofs with them. The slates used are the smaller size, 9 by 13 inches. They cost \$20 per thousand, but to that must be added the duty of \$11.55 per thousand. The round slates are valued at \$21.80 per thousand, but the duty is the same. The retail price, as used in carpenters' estimates, is from \$34 to \$36 per thousand, with extra charge for putting them on. None of the 10 by 20 or 12 by 12 sizes are used, the smaller ones having been found satisfactory. The monetary values here stated are in Uruguayan pesos, (1 peso is equal to \$1.0352 in United States currency).

The slates come in weight freight from England at an average of 15s. (\$3.50) per ton on board of lighter, ordinary breakage at owner's risk. The demand for slates will increase; but should an American firm consider it advisable to enter the market, it should do so by establishing a depot and keeping it well supplied with the article, including the hardware necessary. The best American slate can find a market here—small at first, it is true—but as slate is the coming roofing material, the future may be relied upon. But it must be borne in mind that stocks must be maintained here, so that orders may be filled at all times. Failure in this direction has been ruinous in many other lines, not only to American interests, but also to those of the English, who persisted in knowing more about business methods of the country than residents here, and preferred to have only samples on exhibition. These samples are yet to be seen, and that is all. The Italians and Germans have profited by the advice given them in the Consular Reports and are doing a good business.

COTTON GROWING IN SOUTH AMERICA.

A representative of the well-known firm of GRACE & Co., in New York, which has large and growing interests on the west coast of South America, has recently returned to the United States, and reports that agriculturists in Chile and Peru are of late paying special attention to the growing of cotton. In connection with the agricultural feature, there is an evident purpose to build up important manufacturing interests. In Chile, the first step in that direction has already been taken by the Government in abolishing until the year 1902 the duty on all textile machinery, as mentioned in a previous number of the MONTHLY BULLETIN. In consequence of this exemption from duty, large quantities of American machinery adapted to that work have been shipped to Chile. To encourage the development of cotton growing and manufacturing and other industries, a permanent exposition for the display of all kinds of machinery has recently been opened in Lima, and advices received indicate that manufacturers in the United States, Great Britain, and the European Continent are availing themselves of this opportunity for introducing their machinery.

The near completion of the Trans-Siberian Railroad and the development of the slumbering opportunities in the far Eastern countries will speedily inaugurate a new era of commerce and industry in that part of the world, and it is not improbable that the impetus given to cotton growing and manufacturing in the countries named above has an eye to the opportunities which this Oriental trade will afford.

FLOUR TRADE WITH SOUTH AMERICA.

At the regular annual meeting of the "Millers' League," held recently in Indianapolis, the question of maintaining and expanding the flour trade of the United States with Mexico, Central and South America was discussed at length.

The general tenor of the remarks was to the effect that the manufacturers of flour, like other manufacturers of the United States, must extend their efforts to finding new markets. Many of the large millers have already established trade with the Latin-

American countries, which in the main has proven very satisfactory; payments, while slow, have been reliable. The great obstacle to the further development of this field lies in the lack of American banking facilities in those countries. It was stated that a St. Louis miller has developed a very large trade in Central and South America, and it was suggested that it would be profitable if a combination of millers should operate jointly, as a combination could secure banking arrangements which one man could not.

One of the speakers is quoted as follows: "My firm has done some business in Costa Rica and Yucatan direct. The great stumbling-block in this business is the difficulty in making collections, owing to the want of suitable banking facilities. The merchants are honest, but they pay their bills very slowly, and when they take a very long time, they will probably send you a sixty days' bill on some house in New York."

This report expresses the sentiment of most business men in the United States who have endeavored to establish reliable and stable commercial relations with the countries south of the United States. The difficulty in the way of appropriate banking conditions is the chief obstacle with which merchants and manufacturers are at once confronted. In addition to this, the limited opportunities for steamship communication are apparent.

RAMIE FIBER.

EXPERIMENTS MADE AT LIMOGES, FRANCE.

Mr. THOMAS BARRACLOUGH, of London, recently read a paper before the Imperial Institute on the cultivation and manufacture of ramie fiber. The paper was prepared and read under the auspices of the Society of Arts, and is printed in full in the journal of the society.

It appears that, upon the invitation of Mr. BARRACLOUGH, a number of gentlemen interested in the cultivation, preparation, and manufacture of ramie met at Limoges, France, July 27, 1897, for the purpose of inspecting the practical working of the Faure decorticating machine. The ramie stems used in the experiment were cut from the crop grown upon the estate of Mr. FAURE, in the vicinity of Limoges, and the test had for its main purpose to

determine the question whether the work of decortication could be as effectively and satisfactorily done by the machine as by hand in China.

After a full discussion of the various points, the following resolution was unanimously adopted and signed by all present :

LIMOGES, *July 27, 1897.*

The undersigned, present at the experiments made by Mr. FAURE, with his new machine for decortivating ramie, are pleased to declare that the results obtained have completely satisfied them. Their opinion is, that decortication of ramie by the Faure machine is quite equal to that done by hand. They express their opinion that the problem of mechanical decortication of ramie is now solved under conditions absolutely satisfactory.

One of the gentlemen present, Mr. BLUNTSCHLI, managing director of a syndicate which owns large ramie plantations in Sumatra, stated that he had used the Faure decortivating machine with entire success and satisfaction, and was convinced that the fiber turned out was equal to that produced by hand labor in Oriental countries.

The MONTHLY BULLETIN has, from time to time, called attention not only to the varied uses to which this valuable fiber may be applied, but also to the adaptability of the countries of South and Central America, and Mexico, as well as to certain portions of the United States, for its growth. Reference has also been made to the efforts to overcome great difficulty of decortivating and degumming the fiber by means of various mechanical devices. It would seem that the only obstacle now existing to the development of this important industry is to associate producer and manufacturer on this continent into greater cooperation.

TRADE MISCELLANY.

ARGENTINE REPUBLIC.

Proposed Underground Electric Railway in Buenos Ayres.

Mr. JAMES G. KELLY has applied to the municipality of Buenos Ayres for a concession to construct two underground electric railways in that city. The tunnels are to be lined with concrete of sufficient thickness to resist the pressure of the earth and to secure impermeability. The work shall begin nine months after the approval of the plans, and the road be ready for public service within three years thereafter. The maximum fare to be charged shall not exceed fifteen centavos, and five centavos for the carriage of parcels. Six per cent of the total receipts shall

accrue to the municipality. Both lines, with the entire plant and rolling stock, shall become the absolute property of the municipality, free of any claim or compensation, at the expiration of ninety-nine years.

Importation of Agricultural Implements. The British Vice-Consul at Rosario, reports that during the period of good harvests, from 1889 to 1894, 135,000 tons of fencing wire, 100,000 plows, 680,000 plowshares, 2,262 seed sowers, 27,680 reapers (including headers and binders), 2,600 threshers, and 7,000 winnowing machines, also many tons of minor implements found a ready market in Argentina. Since the crisis and the crop failures, the demand has fallen off materially. The Vice-Consul says that Great Britain ranks first and the United States second in supplying this machinery.

Rice growing in Tucuman. In Tucuman, the sugar-raising province of Argentina, many agriculturists have lately turned their attention to rice growing, for which the climate and soil are favorable. From 1895 to 1896, the land planted in this crop increased from 100 hectares to 264. This is a very small area, but the gain is significant. In irrigated lands, the yield is 2,500 kilos per hectare, and in dry ground 1,500 kilos. The sowing of this crop has been encouraged by the crisis in the sugar industry.

BRAZIL.

Leasing of State Railways. The British foreign office has received official information to the effect that the Central Railway of Pernambuco has been leased for a term of years to a syndicate represented by Senhor ANTONIO FERREIRA. With the conclusion of this contract, all of the State railways of Brazil, with the exception of the Central, the Bahia, the Southern Pernambuco, and the Paulo Affonso, will have passed out of the actual control of the Government. Of the lines enumerated above, several have hitherto been operated at a handsome profit to the State.

Deposits of Manganese Ore. The manganese ores of Brazil have formed an article of export from that country for the last four years. This mineral is brought from the district of Miguel Burnier, in the State of Minas Geraes, distant about 310 miles from Rio. Transport occupies from eight to ten days. The mines are situated at an altitude of 4,000 feet in a pleasant and healthy climate, and the labor employed is chiefly Italian and native, with some Spanish and Portuguese. In 1897, the entire output of the ore, 8,800 tons, went to Philadelphia, but in previous years it was shipped to England. An analysis of the ore shows that it contains 54.7 per cent of metallic manganese, 0.021 per cent of sulphurous acid, and 0.077 per cent of phosphoric acid.

Navigation of the Tributaries of the Amazon. As indicating the rapid development in the trade and navigation of the affluents of the Amazon, it may be stated that a steamer navigating the Purus, one of the principal tributaries, recently met no fewer than seventeen steamers on her return voyage to the Amazon.

CHILE.

Commercial Treaty with Germany. A treaty of commerce is now being negotiated between Chile and Germany. Prior to 1895, there existed such a treaty, made in 1862, but which went out of existence at the former date.

The rapidly increasing trade between the two countries has necessitated its renewal with broader conditions. German imports from Chile in 1880 amounted to \$607,500; in 1896 they had increased to \$8,655,750. Of these imports, nearly one-half were nitrates, sole leather coming next, then rawhides, gold and copper. The German exports to the country consist mainly of textiles and iron articles. For the years 1894 and 1896, the exports were woolen goods, valued at \$985,500; cotton goods, \$1,556,500; coarse iron articles, \$475,220; fine iron, \$840,000; sugar, \$413,000.

HAITI.

Rights of Citizens of the United States. It is learned that the Haitian Government has recently, by Executive decree, extended to the citizens of the United States, residing in Haiti, the same privileges and rights in matters affecting trade and labor as are enjoyed by the natives. The decree has special bearing upon licenses and retail trade.

HONDURAS.

Trade Conditions. In the report of Consul JOHNSTON from Utila on April 30, 1898, to the Department of State, and published in the Advance Sheets of the Consular Reports for May 21, the following statement is made: "The first part of the month, the exports of bananas, plantains, and cocoanuts were up to the average, but during the last ten days the trade has been cut short on account of the war with Spain. The vessels flying the United States flag have been laid up in New Orleans, and the only ones in the trade are those flying the Norwegian flag. The effect has been to lower the prices, and, unless more vessels are employed, much of the fruit will rot on the trees and be a great loss to the producers. This will naturally affect the imports, nearly all of which come from the United States. If there could be a regular mail line between New Orleans and Utila and Cuba it would be of great benefit to the trade at those points."

GUATEMALA.

Reduction of Export Duty on Coffee. Information of an official character has been received that an Executive decree has been promulgated reducing the export duty on coffee to \$1 currency, i. e., about 36 cents, gold, per hundredweight. This reduction will go into effect on July 1, current year. It is stated that the same decree provides that the exportation of all natural or manufactured products of Guatemala, with the exception of coffee, shall, from the above date, be free of duty; and, furthermore, that should the depression in the value of coffee continue, or increase in foreign markets, the Executive may at any time remove that duty also.

PARAGUAY.

Introduction of American Windmills. Cattle raising is the principal and most remunerative occupation of the people of Paraguay, but owing to the lack of water on the ranches, the herds are driven many miles to water, which

badly handicaps the industry. United States Consul RUFFIN, at Asunción, suggests the need of good American-made windmills, which could be erected by the ranchmen for pumping purposes and overcome this great disadvantage to the industry.

PERU.

Erection of Match Factory and Smelter in Callao. A company, with a capital of \$40,000, has been established in Callao, to manufacture safety and wax matches. It being an infant industry, the product is as yet inferior to the imported article. Permission has been obtained for the erection of smelting works on the outskirts of the city, and drainage and waterworks are being constructed at a cost of \$300,000. During 1897, the customs receipts amounted to \$2,100,000.

UNITED STATES.

Exportation of Sugar Machinery. The exports of sugar machinery from the United States to South America for April was the largest recorded for sometime past. The "American Exporter" makes the statement that Argentina, Colombia, and Salvador have been the principal markets to which shipments have been made, to the value of about \$50,000. Argentina received about two-thirds of this amount and the balance was taken at Honda, Colombia, and at Acajutla, Salvador. They are said to be exclusively for large steam sugar plantations, no small cane mills for horse or ox power being included in the transaction.

Consumption of Coffee. According to the "Mexican Financier," Mexico finds, and must continue to find, her largest customer for coffee in the United States. The Americans are the greatest buyers of coffee in the world (not a pound of which can be grown within their present borders). The volume of commercial statistics for the fiscal year ended June 30, gives the coffee imports in detail. The total importation of coffee into the United States for the twelve months ended June 30, 1897, was 737,645,670 pounds, or about ten pounds per capita, according to estimates of present population. The American purchase of coffee in the fiscal year mentioned came from many countries, the whole coffee-growing world being laid under contribution, and three continents contributing—America, Africa, and Asia, besides Australasia. In their order, the chief suppliers of coffee to the United States were:

	Pounds.	Gold value.
Brazil	542,857,265	\$52,792,937
Venezuela	58,913,154	8,300,672
Mexico	28,833,870	4,591,909
Colombia	20,939,528	2,834,631
Costa Rica, ...	19,300,381	2,800,652
Guatemala	11,569,772	1,744,411
Dutch East Indies	11,001,036	2,075,157
Haiti	7,299,778	946,700
Salvador	7,147,309	1,072,480
Aden	5,118,386	859,602

Total value, \$81,544,000.

VENEZUELA.

Proposed Steamship Line. A representative of a United States syndicate is at present in Venezuela investigating the advisability of establishing a new line of steamers to ply between the city of New York and the ports of Venezuela, touching at some of the West Indies. He has already contracted for, and has been guaranteed, according to a recent report, 2,000 tons of freight per month. The proposed route will take in the islands of St. Thomas, St. Kitts, Guadeloupe, Martinique, the Barbados, and Trinidad. The proposed enterprise also contemplates steam communication on the Orinoco River. United States' business interests in the Republic of Venezuela are developing in divers directions at the present time. A building and loan company has been established in Caracas, the principal capital for which will come from the northern Republic.

Concession to an English Syndicate. The Venezuelan Government has granted a concession which embraces a vast tract of land known as the Venezuelan Amazon Territory, to a powerful English syndicate. The concession includes almost a monopoly of the navigation of the Orinoco River, the exploitation of rubber, and also a vast emigration scheme. It is stated upon good authority that this company is trying to obtain from the Colombian and Brazilian Governments a similar concession for the Amazon territory belonging to each of these nations and touching the Venezuelan boundary. The country is very rich, and communication between the Orinoco and Amazon rivers is effected by canals or rivers. Two commissions have visited the country for this syndicate, one under Professor BOROLIUS of the University of Upsala, and the other under Maj. S. PATERSON of the Argyll and Sutherland Highlanders.

Tax on Salt. The Venezuelan Government, which holds the monopoly of salt, has lately increased the tax on that commodity by 14 centimos (about 3 cents) per kilo. This, presumably, will give an increase of revenue of \$400,000, as the consumption averages 12,600,000 kilos per year.

Business Opportunities. The "Venezuelan Herald," of recent date, reports that there are good opportunities in Caracas for Americans having a small capital and much energy, in the following trades: Butcher, pastry cook, cheese and butter maker, poultry breeder, painter, and paper hanger.

BOLETÍN MENSUAL

DE LA

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LA OFICINA DE LAS REPÚBLICAS AMERICANAS.

BREVE RESEÑA ACERCA DE SU ORIGEN, SU ÍNDOLE Y SUS FINES.*

La idea de la formación de una oficina ó agencia internacional en la cual estuviesen representadas las repúblicas del continente occidental, la sugirió á los delegados acreditados á la Conferencia Internacional Americana, que se reunió en Washington en 1890-91, la conferencia que tuvo lugar en Bruselas en mayo de 1888, que adoptó el plan de una unión internacional para la publicación de tarifas de aduana, etc. La oficina de la Unión Postal Universal, bajo la dirección del Gobierno de Suiza, fué citada como un ejemplo de la economía y practicabilidad de semejante empresa, por la comisión de la Conferencia Internacional Americana que sometió el proyecto original para la Oficina de que se trata.

El 29 de marzo de 1890, la Conferencia Internacional Americana, con el voto unánime de los delegados de los diez y ocho países representados en ella, á saber: Haití, Nicaragua, Perú, Guatemala, Uruguay, Colombia, Argentina, Costa Rica, Paraguay, Brasil, Honduras, México, Bolivia, Estados Unidos, Venezuela,

* Impreso también en forma de folleto para ser distribuido en la Exposición Transmisipiana de Omaha.

Chile, Salvador, y Ecuador, dispuso que se estableciera una asociación que se conocería con el nombre de "La Unión Internacional de las Repúblicas Americanas, para la pronta compilación y distribución de datos sobre el comercio," la cual estaría representada en la capital de los Estados Unidos por una oficina con el título de "La Oficina de las Repúblicas Americanas." Esta oficina, que podemos llamar órgano de los gobiernos independientes del Nuevo Mundo, quedó sometida á la vigilancia del Secretario de Estado de los Estados Unidos, determinándose en diez años el período de su duración, prorrogables indefinidamente por períodos de diez años, caso de que las naciones que en ella forman parte lo considerasen ventajoso.

En la primera sesión del Congreso 51° de los Estados Unidos, dicho cuerpo, por un decreto bajo el título de "Acto por el cual se destinan fondos para el mantenimiento del servicio diplomático y consular, etc.," aprobado el 14 de julio de 1890, autorizó al Presidente para poner en práctica las recomendaciones de la Conferencia, en cuanto lo juzgase conveniente, y votó la cantidad de \$36,000 para la organización y el establecimiento de la Oficina, suma que los delegados reunidos en la Conferencia habían dispuesto no se debía exceder, y que había de ser adelantada anualmente por los Estados Unidos, repartiéndose entre las demás repúblicas en cuotas proporcionadas á su población.

El 26 de agosto de 1890, Mr. WILLIAM E. CURTIS fué nombrado Director y encargado de organizar la Oficina. Poco tiempo fué necesario para que se demostrase cuán sabio había sido el proceder de la Conferencia por cuyas recomendaciones se había creado dicha Oficina, que inmediatamente se hizo acreedora á la estimación del público, á causa del cuidado y la habilidad desplegados en el desempeño de sus importantes funciones de compilar, reunir y diseminar informes relativos á las fuentes de riqueza, al desarrollo y á las oportunidades comerciales que ofrecían las repúblicas hispano-americanas, al propio tiempo que les presentaba á ellas las múltiples ventajas que ofrecen los mercados de los Estados Unidos.

La Conferencia había definido los propósitos de la Oficina, que eran preparar y publicar boletines acerca del comercio y las fuentes de riqueza de las repúblicas americanas y suministrar informes de interés para los fabricantes, comerciantes y embarca-

dores, datos que debían estar siempre á la disposición de aquellos que desearan noticias acerca de los reglamentos y de las tarifas de aduana, del comercio y de la navegación de dichos países.

El personal de empleados escogido por Mr. CURTIS fué compuesto de traductores competentes en las lenguas española y portuguesa, escribientes, taquígrafos, etc., á cuyo cargo estaba una obra, por cierto nada fácil. Al mismo comenzar los trabajos se hizo necesario formar, al rededor de un debil núcleo, una biblioteca de publicaciones estadísticas y oficiales de los gobiernos que contribuían á un fin común, biblioteca que es hoy única en su especie por muchos respectos, y está formada de obras oficiales y de carácter general referentes á las repúblicas americanas, muchas de cuyas obras han sido donación de dichos gobiernos. En ella se reciben las principales publicaciones diarias y periódicas que ven la luz en Hispano-América, las cuales se conservan en colecciones, que han sido de utilidad para el Cuerpo Diplomático y para otros que han solicitado informes acerca de los países del sur. No hay otro lugar en donde se puedan conseguir en forma tan concreta, idénticas informaciones, ni hay tampoco otra colección que ofrezca las mismas facilidades para el estudio de las diversas costumbres hispano-americanas, su sociedad, su historia y su comercio. El número de publicaciones existente en la biblioteca de la Oficina es como sigue: obras empastadas en tela, 1,542; en papel ó folletos, 2,318; publicaciones periódicas, 140; diarias, 65; lo que arroja un total de 4,065 publicaciones, cuyo número se aumenta constantemente, ya sea por la compra de obras, ya sea por donación que de ellas hagan.

El principal trabajo de la Oficina, durante los ocho años que lleva de existencia, ha sido la compilación de Manuales y Directorios Comerciales que se han publicado y continúan publicándose periódicamente, en los cuales están representados todos los países que contribuyen á su sostenimiento y las distintas colonias del viejo mundo en el hemisferio occidental. Estas obras contienen informes generales, especiales, de la índole de los que solicitan los comerciantes, los fabricantes y los embarcadores de los continentes americanos. Dichas publicaciones han sido preparadas con los informes que se han recibido de fuentes oficiales y auténticas, sin ocuparse de las de igual naturaleza que ya se hayan hecho, y su preparación ha costado mucho trabajo, estudio, correspondencia y

gastos. Esto último ha sido siempre un serio inconveniente contra el cual han tenido que luchar los directores de la Oficina. Todos han comprendido la magnitud del campo que se le abría á la Oficina desde su creación, y dicho sea en honor de ellos, con los escasos recursos á su alcance han hecho muchísimo para enseñar á los pueblos de los países que forman la Unión Internacional, cuáles son sus riquezas y su capacidad comercial, cómo se ensancha el comercio y cómo se hacen más abiertas las relaciones fraternales que existen entre ellos.

Cuando la Oficina comenzó tan halagadora labor, era general la ignorancia que existía respecto de las condiciones políticas, comerciales y sociales de todas las naciones que hoy se han unido para su bienestar común, mientras que publicaciones en inglés, consideradas como fidedignas, en un gran número de casos resultaban estar completamente erradas en sus apreciaciones acerca de los países de Centro y Sud América. El esmero con que se preparan los boletines de la Oficina, que son sometidos antes de publicarlos al examen y corrección de los agentes diplomáticos ó empleados de los gobiernos de los países sobre los cuales versan, les imprime el carácter de fidedignos, verdaderos y auténticos. Prueba abundante de que se les reconoce como tales es el hecho de que, tanto los boletines como las otras publicaciones hechas por la Oficina, han sido causa de que se haya corregido el texto de enciclopedias populares, geografías y otros libros de escuela, en lo referente á los países latino-americanos.

Desde los principios de la Oficina, la demanda por sus publicaciones fue grande; mucho más allá del número de ejemplares publicados con los fondos limitados que se le habían asignado. El primer Director tuvo que hacer frente á esto, que afectaba la esfera de utilidad de la Oficina, pues millares de personas, con derecho á obtener los informes, se encontraban imposibilitadas de adquirirlos. Desde que se estableció la Oficina hasta octubre de 1893, las publicaciones que hacía se distribuyeron gratis y las ediciones que de ellas se tiraban de cincuenta mil ó menos ejemplares, estaban restringidas necesariamente el uso de unas cuantas bibliotecas públicas, organizaciones comerciales y personas interesadas de modo directo en el comercio de los países de que aquéllas trataban. El número de solicitudes de los Estados Unidos solamente, por los

boletines, alcanzó durante el primer año de la existencia de la Oficina á treinta y ocho mil y las de las otras repúblicas llegaron á más ó á igual número.

Durante el segundo año, la solicitud por dichas publicaciones llegó á adquirir tales proporciones, fueron tan numerosos los pedidos de los miembros del Congreso para sus comitentes, que en la primera sesión del Congreso 52º se ordenó la publicación de ediciones especiales de los principales boletines para ser distribuidos entre los senadores y los representantes. No fueron menos las solicitudes hechas por las escuelas públicas de los Estados Unidos, cuya atención especial había sido dirigida al estudio de las cuestiones de Hispano-América con la reunión de la Conferencia Internacional Americana. Sin embargo, era á todas luces imposible, al paso que era también infortunado, que más de 11,000 bibliotecas públicas de los Estados Unidos, sin contar con las de las repúblicas hermanas, y los 120,000,000 de habitantes de las diez y nueve repúblicas de la Unión pudieran gozar de una distribución justa de las publicaciones de la Oficina.

Hacer frente á estas solicitudes y á los pedidos cada día crecientes de aquellos en beneficio de los cuales se había establecido la Oficina, era una cuestión difícil de resolver y que se había presentado desde temprano al estudio de la junta directiva de la Oficina.

El segundo director, Mr. CLINTON FURBISH, que entró á desempeñar sus funciones el 18 de mayo de 1893, y continuó en ellas hasta el 29 de marzo de 1897, publicó en octubre de 1893 una circular explicativa de los hechos mencionados y en la cual anunciaba que en lo adelante se cobraría un precio muy módico por todas las publicaciones, con el objeto de conseguir así que su distribución fuera imparcial. Esta medida, que al principio se creyó que daría por resultado una disminución en el número de solicitudes, probó en pocos meses que la Oficina se había hecho más necesaria á los distintos elementos comerciales de los diferentes países interesados en ella, de lo que antes se había creído. Las solicitudes por informes y publicaciones aumentaron cada vez más, y hay razón de esperar, proveniente de esta fuente, una buena renta para ensanchar el radio de acción de la Oficina.

Durante la dirección de Mr. FURBISH, de conformidad con las recomendaciones hechas por la Conferencia Internacional Ameri-

cana, se comenzó á dar á la luz el BOLETÍN MENSUAL, con el objeto de conseguir y diseminar informes acerca de las distintas industrias de las diferentes repúblicas y la posibilidad de las ventajas que reportaría su desarrollo. El primero de estos boletines se publicó en octubre de 1893, bajo el título de "El Café en América;" el segundo vió la luz en noviembre, con el nombre de "Carbón y Petróleo en Colombia." La publicación está hoy en el quinto volúmen. El tamaño creciente de esta obra es la mejor prueba del éxito que ha alcanzado entre aquellos para cuyo beneficio se estableció la Oficina.

Durante el año de 1896, los representantes de los países que componen la "Union Internacional de las Repúblicas Americanas" dieron un paso de la mayor importancia. Con el objeto de poner en práctica las evidentes miras de los organizadores de este movimiento, se envió una invitación á los representantes acreditados de las naciones que forman la Unión, exigiéndoles se reuniesen con el Secretario de Estado con el fin de estudiar el plan que en lo futuro habrían de seguir los trabajos de la Oficina, así como también los medios de ampliar su radio de acción. La reunión se verificó en el Departamento de Estado en Washington, el 1º de Abril de 1896, estando representadas todas las naciones independientes de la Unión, excepto la República Argentina, Bolivia, Paraguay, Santo Domingo y Haití. Fué lo más notable de las discusiones que tuvieron lugar el interés que todos demostraron por los trabajos de la Oficina y el deséu de extender su esfera de utilidad. Se nombró una comisión compuesta de cinco miembros, para que informase acerca del mejor medio de poner en práctica las idéas de los representantes. Formaron dicha comisión los Señores Don MATÍAS ROMERO, Enviado Extraordinario y Ministro Plenipotenciario de México; Don SALVADOR DE MENDONÇA, Enviado Extraordinario y Ministro Plenipotenciario del Brasil, Don JOSÉ ANDRADE, Enviado Extraordinario y Ministro Plenipotenciario de Venezuela, Don ANTONIO LAZO ARRIAGA, Enviado Extraordinario y Ministro Plenipotenciario de Guatemala, Don JOAQUÍN BERNARDO CALVO, Encargado de Negocios Interino (luego nombrado Ministro Residente) de Costa Rica.

Después de un detenido estudio de las materias que le fueron sometidas, la comisión presentó su informe final el 4 de junio de 1896, el cual fué adoptado por los representantes como base de

gobierno para los intereses de la Unión. Decía el informe que el propósito de la Conferencia Internacional Americana fué establecer una oficina de carácter absolutamente internacional; que en virtud de este propósito era de desearse que los ciudadanos de los diversos países que forman la Unión fuesen igualmente elegibles, en concurso y previo exámen, para todos los puestos de la Oficina; que sería conducente al bien común que se ensanchara el programa de los trabajos de la Oficina y hacerla el órgano de la Unión, no sólo con el objeto de compilar y diseminar informes comerciales, sino también para tratar de todo asunto relativo á la vida económica y crecimiento de los países de la Unión; que este ensanchamiento de la esfera de acción de la Oficina requería aumento de gastos; aunque era de desearse que las obligaciones de los gobiernos no excediesen los límites del presupuesto original, y que con la inserción de anuncios en las publicaciones de la Oficina se podría subvenir probablemente á nuevos gastos. En vista de estas consideraciones, el informe recomendó que se ordenara al director de la Oficina á proceder inmediatamente á lo que fuese necesario para la inserción de anuncios en las publicaciones y propuso un plan para la reorganización de la Oficina, en el cual se disponían ciertas reglas acerca de los exámenes de los aspirantes á empleos y se creaba una comisión ejecutiva, permanente, compuesta de cinco de los representantes de las naciones americanas que forman la Unión. De éstos, cuatro son llamados por turno á servir ex-officio en la comisión, siguiendo para su elección el orden alfabético de los nombres de sus respectivas naciones en una de las cuatro lenguas de la Unión que se haya escojido previamente por sorteo, en una reunión de los representantes, siendo siempre el Secretario de Estado miembro ex-officio de la comisión. Al fin del primer año el primer miembro de la comisión es remplazado por el que ocupaba el quinto lugar en la lista alfabética, el segundo por el sexto al fin del segundo año, y así sucesivamente, en rotación, año tras año. La comisión ejecutiva celebra una sesión ordinaria el primer lunes de cada mes y se reúne en sesión extraordinaria cuando lo determine el Secretario de Estado; y cuando lo exigiere una mayoría de sus miembros podrá citar á junta á los representantes de la Unión.

La comisión ejecutiva funcionará como junta de vigilancia de la administración de la Oficina, y tres de sus miembros, ya sea

personalmente ó por medio de agentes designados por ellos, forman parte del tribunal de exámen para los aspirantes á puestos; también examinará las cuentas de la Oficina. El Director está en la obligación de presentar un informe á los gobiernos que forman la Unión, tan pronto como sea posible después del primero de julio de cada año, dando cuenta de los trabajos de la Oficina durante el año transcurrido. Este informe, además de presentar cuenta detallada de los ingresos y egresos durante el año á que se refiere, indicará las cuotas que á cada nación le corresponderá satisfacer y contendrá además un presupuesto de ingresos y egresos para el año siguiente. También se dispuso pedir á cada uno de los gobiernos que enviase una colección de sus leyes y de publicaciones relativas á su geografía, sus industrias, comercio y recursos en general. Las publicaciones de la Oficina, ya sea en la forma de boletines mensuales ó de manuales ó monografías se habrán de referir de un modo especial á asuntos comerciales, tales como derechos de aduana, medios de transporte, presupuestos, estadísticas, y cualquiera otra materia que se relacione con el comercio y las industrias en general de las naciones que componen la Unión, y además, informes geográficos, descubrimientos, exploraciones y cualquier asunto que sirva á aumentar el conocimiento de las condiciones económicas y los recursos de cada país.

El primer número del BOLETÍN MENSUAL que se publicó después de haber comenzado á solicitar anuncios, fué el correspondiente al mes de noviembre de 1896, en el cual habían insertos treinta y nueve anuncios de casas de comercio notables. El correspondiente á enero contenía cuarenta y siete, y desde entonces creció tan rápidamente el número de los que anunciaban en dicha publicación que para el mes de noviembre de 1896 tenía ciento cuarenta y una páginas entre texto y anuncios y para el mes de abril 1898, contaba trescientas veinticuatro páginas, de las cuales ciento veintinueve contenían anuncios de casas de los Estados Unidos. Hasta el primero de marzo de 1898 se solicitó anuncios en comisión; desde entonces se suspendió este método de procedimiento.

Es sorprendente la inmensidad de informes especiales que en su correspondencia diaria se ve obligada la Oficina á contestar. El número de preguntas relativas á asuntos comerciales que se le dirigieron durante los cuatro primeros meses de su existencia alcanzó á setecientas; hoy puede calcularse igual número en un término

igual de semanas. Estas solicitudes por informes vienen, naturalmente, de comerciantes, fabricantes y hombres de negocios de los Estados Unidos, que desean ensanchar su comercio con las repúblicas del sur, y en este campo es en donde la Oficina es particularmente útil á los fabricantes ó exportadores del interior y de las ciudades pequeñas de los Estados Unidos. Los que solicitan informes son por lo general fabricantes de efectos para ferrocarriles, de maquinaria é instrumentos para la agricultura y la minería, carros, muebles, papel, ferretería, efectos de cuero, joyería, drogas, agentes químicos y también de fabricantes de otros productos, deseosos de saber si en los países del sur tendrán demanda ó si se adaptan al uso de aquellos mercados. La Oficina contesta siempre que puede hacerlo y en referencia al caso especial, dando los consejos y suministrando los informes relativos al clima y á las condiciones del mercado á que se contrae el solicitante, para que éste pueda adaptar sus productos á las circunstancias y en muchos casos se le pone en comunicación con personas que le ayudan gustosas á introducir y vender sus mercancías. Los que solicitan informes no están circunscritos, sin embargo, á este continente, ni á los comerciantes y los fabricantes.

De Europa, lo mismo que de los Estados Unidos, llegan centenares de cartas preguntando acerca del clima, del suelo, de las leyes, las minas, los salarios, los métodos agrícolas, los impuestos, las condiciones sociales, etc., de las repúblicas americanas. El inmenso trabajo necesario para contestar á todas estas preguntas, que abarcan tan ancho campo y que requieren con frecuencia tanto tiempo, investigación y correspondencia con el objeto de obtener los informes necesarios, pesaba fuertemente sobre el reducido personal de la Oficina, de suerte que en setiembre de 1897 se creó una división de informaciones con el objeto de contestar con el menor retardo posible y con tanta certeza y tan cabalmente como se pudiera, las muchas preguntas contraídas á datos especiales referentes á las repúblicas latino-americanas, que diariamente se reciben en la Oficina. Esta división está á cargo de Mr. HENRY L. BRYAN, que fué el primer secretario de la Oficina, desde febrero de 1891 hasta el 20 de marzo de 1893.

Entre las recomendaciones hechas por la Conferencia Internacional Americana, había una abogando por la publicación de una Nomenclatura de los artículos de mercancías que se importan y

se exportan. El trabajo de preparar esta clave ó catálogo lo terminó la Oficina en 1897. La obra completa consta de tres volúmenes en inglés, español y portugués, con los equivalentes correspondientes en cada uno de estos idiomas, según el caso. Esta obra es el fruto de siete años de trabajo. Las ventajas que semejante obra reporta á los importadores y exportadores son incalculables. Muchos de los términos que en ella se encuentran no aparecen en ningún diccionario español ó portugués, particularmente en lo que se refiere á maquinaria y sus partes componentes, y más en especial en lo tocante á invenciones y aparatos eléctricos que el genio moderno tan prolíficamente produce. El Ministerio de Hacienda de los Estados Unidos, en enero de 1898, adoptó la Nomenclatura Comercial como obra de texto para el uso de todas las aduanas de su dependencia y se espera que muchas, si nó todas las naciones interesadas en el plan de la Oficina, también la adopten.

El trabajo más importante que se efectuó en 1897, fué la preparación del Directorio Comercial de las Repúblicas Americanas, comenzado durante la dirección del difunto Director JOSEPH P. SMITH, cuya temprana muerte tuvo que lamentar la Oficina al comienzo del año de 1898, menos de doce meses después de haber sido nombrado. Poco después de haber entrado Mr. SMITH á desempeñar su puesto como Director (29 de marzo de 1898), hubo de convencerse de que uno de los medios más eficaces para estrechar las relaciones entre los fabricantes y los comerciantes de los distintos países, dando aliento de esta suerte al desarrollo de la industria y del comercio, era poner al alcance de ellos una fuente fidedigna de informaciones de los nombres de las casas que se ocupan en ramos especiales del comercio ó de la industria, acompañados de los últimos informes que se pudieran conseguir referentes á las fuentes de riqueza, el comercio, las manufacturas, usos comerciales, leyes de propiedad industrial y literaria, licencias comerciales, tarifas de aduana, reglamentos de pasaportes, leyes de minas, etc., de las repúblicas americanas y de las colonias de las Antillas y de Centro y Sud América, con las cuales están tan intimamente ligados por lazos comerciales. Los hombres de negocios de los Estados Unidos hubieron de reconocer que una obra de esta especie era una de las más ingentes necesidades para

el ensanchamiento del comercio con los países latino-americanos. La empresa fué grande y causó fuertes gastos de dinero y empleo de tiempo. Se llevó á cabo con el mayor cuidado para que dicha publicación se reconociera en todas partes como autoridad en su clase. El primer volúmen se publicó como ocho meses después de empezado el trabajo y dentro de poco se dará á la luz el segundo. El primer ejemplar del tomo primero del Directorio Comercial, publicado por la Oficina en noviembre de 1897, le fué presentado formalmente al Presidente McKINLEY por el Secretario SHERMAN, en representación de la comisión ejecutiva de la Oficina de las Repúblicas Americanas, acompañado en aquel acto por otros miembros de dicha Comisión.

Al poner la obra en manos del Presidente, el Secretario dijo que nunca se había compilado y publicado otra igual. La Oficina ha recibido de todos los miembros del Gabinete de los Estados Unidos y de los Presidentes y miembros de los gabinetes de todos los países interesados en la Unión, así como también de las principales cámaras y juntas de comercio, cartas que recomiendan esta gran obra. Muchas de las casas de comercio más notables de los Estados Unidos han elogiado dicha publicación, considerándola como que viene á llenar de la manera más completa un vacío que se hacía sentir desde hace tiempo, lo que da una idéa del juicio maduro y del espíritu adelantado del difunto Director.

A la muerte de Mr. SMITH, el Secretario de Estado dió instrucciones á Mr. FREDERIC EMORY, jefe de la Oficina de Comercio Extranjero del Departamento de Estado, para que se encargase de la Oficina en capacidad de director interino, y el 28 de febrero de 1898, por resolución de la comisión ejecutiva, fué nombrado director provisionalmente. Mr. EMORY continuó el trabajo en donde lo había dejado su predecesor y se ocupa en fomentar los intereses generales de la Unión Internacional, siguiendo el mismo plan tan habilmente concebido por Mr. SMITH. Mr. EMORY desempeñó la secretaría de la Oficina desde marzo de 1893 hasta el de 17 de abril de 1894, en cuya época fué nombrado jefe de la Oficina de Comercio Extranjero (que era entonces la Oficina de Estadísticas) cuyas labores son semejantes á las que desempeña hoy como director de esta Oficina. No fué sino el 21 de mayo de 1898 que se nombró el sucesor de Mr. EMORY en la secretaría de

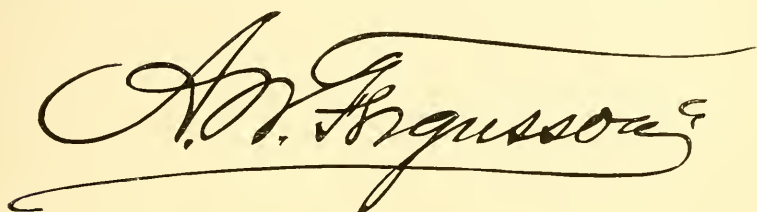
la Oficina, puesto que habia quedado vacante. En esa fecha se designó para desempeñar las funciones de secretario al Dr. HORACIO GUZMÁN, por autorización especial de la comisión ejecutiva.

Uno de los mayores obstáculos que, para el desarrollo del comercio entre los Estados Unidos y sus vecinos del sur y de las Antillas, existía antes del establecimiento de la Oficina era la ignorancia, por parte de los comerciantes y fabricantes de este país, en lo referente á las necesidades especiales de los mercados cuyo dominio solicitaban. La manera de hacer desaparecer este obstáculo, abrir aquellos mercados á las mercancías de los Estados Unidos, de modo de hacer que el comercio de todas dependa de unas y otras entre sí, ha sido objeto de muy serio estudio. Aquí fué que la oficina vino á socorrer al atareado comerciante y al fabricante, demostrando la sabiduría de la conferencia que la había creado.

No faltó quienes tildaran de utópicos todos los planes de la Conferencia Internacional Americana y mirasen á su resultado, la Oficina, como un proyecto extravagante é inútil. Empero, la importancia de esta Oficina, como gran factor en la economía social y comercial de todo el Continente Occidental, se ha demostrado ya por manera clara y práctica; hoy no es una teoría. Ha sido reconocida por el Congreso de los Estados Unidos, que en el corriente año ha dado prueba de lo que aprecia sus labores y de en cuanto estima su esfera de utilidad, votando un presupuesto por una gruesa suma para cubrir el deficit proveniente de los gastos hechos en compilar, clasificar y publicar el inmenso cúmulo de datos que se ha dado al público bajo el nombre de Directorio Comercial de las Repúblicas Americanas, y aprobando igualmente, sin un solo voto en contrario, el presupuesto para el mantenimiento de la Oficina durante el próximo año fiscal. Las principales sociedades mercantiles de los Estados Unidos y de los otros países que forman la Unión han reconocido también la utilidad de la Oficina, como lo comprueba el inmenso número de anuncios de casas notables que encierra en sus páginas el BOLETÍN MENSUAL.

Que la Oficina ha estimulado buenas relaciones de amistad, aumentado el comercio y desarrollado intereses comerciales de importancia, ya ha sido probado sin sombra de duda, por lo menos con el aumento de las comunicaciones postales que ha tenido lugar durante los últimos ocho años entre los Estados Unidos y

los países latino-americanos. El resultado no podía ser más natural; la oficina que pone al productor en comunicación directa con el consumidor, debe tener inmenso valor en el mundo comercial y sólo necesita de los medios necesarios para su subsistencia con el fin de mostrar, del modo más fehaciente, tanto su utilidad cuanto su capacidad para satisfacer una necesidad indiscutible.

A large, elegant handwritten signature in dark ink, reading "A. Argusson". The signature is written in a cursive style with long, sweeping flourishes that extend above and below the main text.

REUNIÓN DE LA COMISIÓN EJECUTIVA.

APROBACIÓN DE LOS ACTOS DEL DIRECTOR PROVISIONAL— NOMBRAMIENTO DE SECRETARIO DE LA OFICINA.

La comisión ejecutiva de la Unión Internacional de las Repúblicas Americanas celebró sesión el sábado 21 de mayo, á las 11 de la mañana, en el salón de diplomáticos del Departamento de Estado. Estaban presentes el Secretario de Estado, Hon. WILLIAM R. DAY, Presidente; el Señor DON MATÍAS ROMERO, Ministro de México; el Señor DON JOSÉ ANDRADE, Ministro de Venezuela; el Señor DON ANTONIO DEL VISO, Encargado de Negocios de la República Argentina, y Mr. FREDERIC EMORY, Director de la Oficina de las Repúblicas Americanas. Se dió lectura á un informe del director, el cual fué aprobado, en que se dió cuenta de los trabajos de la Oficina desde la fecha del nombramiento de director, en febrero 28 de 1898. El director manifestó que había recibido cartas de varios puntos aprobando el método seguido por la Oficina y que entre estas cartas figuran algunas escritas por personas ó firmas que se habían opuesto á los procedimientos anteriores de la Oficina. Hubo un cambio general de impresiones entre los miembros de la junta, respecto á detalles de la Oficina, y se expresó satisfacción por los resultados obtenidos con el nuevo plan de conducta que empezó á regir desde el 28 de febrero. La comisión votó por unanimidad un acuerdo autorizando al director para nombrar un secretario, pendiente la definitiva reorganización de la

Oficina. Se levantó la sesión después de haberse votado el acuerdo de que la Comisión se reuniría á fines de junio, en el día que más tarde se designará, para tratar del porvenir de la Oficina.

El director manifestó en su informe que había solicitado la cooperación de la Asociación Nacional de Fabricantes, del Museo Comercial de Filadelfia, de la Cámara de Comercio de Nueva York, y de otras importantes asociaciones de trascendencia comercial, para formar lo más completamente posible la lista de fabricantes y exportadores interesados especialmente en el comercio latino-americano, la cual se estaba preparando para su publicación en el segundo volumen del Directorio Comercial, y manifestó asimismo que había recibido de aquellas valiosa asistencia, por lo cual alentaba la esperanza de obtener los resultados propuestos. Agregó que la mayor parte del segundo volumen del Directorio está en prensa, y que se espera que dicho volumen esté listo para su entrega el 15 de junio.

Como se encontró que el precio original de los dos volúmenes (\$5) no era suficiente á cubrir los gastos, se aumentó á \$10 por toda la obra. Manifestó que este cambio no ha encontrado hasta el presente ninguna objeción, y se expresó satisfecho de que sobre estas bases, y sin que la Oficina haya tenido que hacer erogaciones para pagar comisiones por agencia de suscripción, se haya vendido un número de ejemplares del Directorio, suficiente para contribuir considerablemente á sufragar los gastos.

Dícese también en el informe que el cambio en el modo de conducir los negocios de la Oficina, abandonando la práctica de pagar comisión por los anuncios para el BOLETÍN MENSUAL, lejos de afectar los ingresos de aquella dará por resultado, probablemente, el objeto que en un principio se propuso la comisión ejecutiva que, según el director entendía, consiste en obtener entradas aplicables al gradual desarrollo de la esfera de acción de la Oficina. También se hizo presente á la comisión que se habían emitido circulares solicitando suscripciones para el BOLETÍN MENSUAL; que estas circulares habían sido dirigidas á fabricantes é importadores de los Estados Unidos, y que las contestaciones recibidas indicaban que se obtendría un gran número de suscripciones.

Haciendo uso de la autorización conferida por la comisión ejecutiva se nombró secretario, pendiente la reorganización de la

Oficina, al Señor Doctor HORACIO GUZMÁN, jefe del cuerpo de traductores castellanos. La Oficina ha estado sin secretario desde que Mr. FREDERIC EMORY, que es ahora director provisional de la Oficina, presentó su renuncia en 17 de abril de 1894. Los intereses de la Oficina demandaban la provisión de esta plaza, en armonía con la intención primitiva de la Conferencia Internacional Americana. El nuevo secretario, Doctor GUZMÁN, es latino-americano y puede conversar en su propia lengua con los representantes de la Unión, y tratar con ellos sobre cualquier negocio con conocimiento especial de las instituciones y los métodos de sus respectivos países. El Doctor GUZMÁN es natural de la ciudad de Granada, Nicaragua, é hijo del Gen. Don FERNANDO GUZMÁN que fué Presidente de aquella República de 1867 á 1871. El Doctor GUZMÁN recibió su educación en Francia y los Estados Unidos, y ha residido en este país, con excepción de cortos intervalos, por unos diez y siete años. Durante nueve años representó á Nicaragua en Washington, como Enviado Extraordinario y Ministro Plenipotenciario; fué miembro de la Conferencia Internacional Americana, y fué nombrado traductor castellano de la Oficina de las Repúblicas Americanas en junio de 1897, previo exámen de oposición.

Mr. ARTHUR W. FERGUSON, miembro del cuerpo de traductores de la Oficina, ha sido nombrado para ocupar el puesto dejado vacante por el Doctor GUZMÁN bajo la autorización de la Comisión Executiva de febrero 28.

RELACIONES COMERCIALES EN AMÉRICA.—XII.*

RIQUEZAS INTERIORES DE LA PARTE OCCIDENTAL DE SUD-AMÉRICA.

En el BOLETÍN MENSUAL correspondiente á diciembre de 1897, se trató del desarrollo comercial de los países sudamericanos que quedan al oeste, y se hizo especial referencia á las relaciones de aquéllos con los Estados Unidos. Vamos ahora á hablar ligera-

*El primero de esta serie de articulas, obra del difunto JOSEPH P. SMITH, fué publicado en el BOLETÍN MENSUAL correspondiente al mes de julio de 1897. Se continuará la publicación de estos artículos, escritos por varios colaboradores y de conformidad con el plan adoptado por el mencionado Señor SMITH.

mente de la riqueza interior de aquella sección de la América meridional que bañan las aguas del Pacífico, exceptuando á Colombia, de la cual nos ocupamos en el artículo de esta serie publicado en el BOLETÍN del mes de mayo.

Los países sudamericanos á que nos referimos son, en el orden alfabético, Bolivia, Chile, Ecuador y Perú. El primero de éstos está situado á mayor elevación que ningún otro en el Nuevo Mundo, y sus altiplanicies, rodeadas de picos más altos todavía, son los parajes más elevados donde el hombre puede habitar y donde se encuentra vegetación. El área de Bolivia se calcula en 567,360 millas cuadradas, y su población en cerca de 2,000,000 de habitantes. Cuando se considera que solamente la cuarta parte de éstos son blancos, se comprende bien que esté todavía por desarrollar la vasta riqueza natural de este antiguo dominio de los Incas. Hay pocas industrias, y la agricultura, que es lo primero á que el hombre se dedica, ha progresado muy poco. Cereales, patatas, frijoles, etc., se producen apenas en cantidades suficientes para las necesidades locales. Se exporta café á la República Argentina y á Chile. Á pesar de que el suelo se adapta perfectamente para la producción de caña de azúcar, es más el azúcar que se importa del Perú que el que se fabrica en el país, donde la caña se usa principalmente para la preparación de aguardiente. Entre sus productos más importantes, figuran la goma elástica, la coca y la quina. El primero de éstos está sobre todos los otros y constituye una industria considerable, que el Gobierno boliviano fomenta por medio de concesiones muy liberales. En los Estados Unidos se han formado varias compañías para el beneficio y exportación de la goma elástica.

Bolivia es la tierra del guanaco, que además de servir como bestia de carga, produce lana, de la cual hacen los indios diversos artículos, y su carne se emplea como alimento. Este animal y el llama son designados con el nombre de camellos del Nuevo Mundo. El segundo, lo mismo que la alpaca y la vicuña, produce también lana de diversas calidades. Inmensas manadas de estos animales vagan por las ásperas montañas del país. La chinchilla da una piel muy fina que tiene gran valor como artículo de comercio.

Inútil es hablar de la riqueza mineral de Bolivia, por ser dema-

siado conocida. Para su explotación pueden obtenerse del Gobierno concesiones muy liberales. Se crían en gran cantidad y se exportan á los países vecinos, ganado vacuno, ovejas, mulos, etc., pero esta industria no ha llegado todavía á su completo desarrollo.

Debido á su posición geográfica y á no haberle quedado puertos después de la guerra entre el Perú y Chile, el comercio exterior de Bolivia se hace por Arica, Mollendo, Antofagasta, Puerto Suarez y Villa Bella. Estos dos últimos lugares quedan al oriente y están sobre el río Paraguay. Los artículos que principalmente se importan en Bolivia son provisiones, ferretería, vinos, licores, géneros de algodón, de lana y de seda, y ropa hecha. La exportación consiste en plata, goma elástica, cobre, lana, cueros y pieles, oro, café, coca y quina.

Como en Bolivia no existe oficina de estadística, es muy difícil, si no imposible, obtener datos comerciales dignos de crédito, pero puede asegurarse que el tráfico de los Estados Unidos con aquel país no tiene significación alguna, en cuanto á lo que se importa de aquella República, y por lo que hace á lo que á ella se exporta de aquí, apenas merece mencionarse. Alemania es la nación que prácticamente monopoliza el comercio de Bolivia, porque los comerciantes alemanes tuvieron la suficiente perspicacia para establecer sucursales allá, las cuales son administradas en su totalidad por súbditos del Kaiser, que residen en el país y hablan bien el castellano, sin lo cual ningún extranjero puede obtener buen éxito en sus negocios.

En un país donde la población india predomina, y cuyas necesidades son tan reducidas, no se debe esperar que aumente el tráfico de importación mientras no haya comunicaciones rápidas y el contacto con el mundo exterior haya creado nuevas necesidades, hasta hoy desconocidas. Un kindergarten comercial daría por resultado el fin que se desea, pues la enseñanza objetiva es mucho más eficaz que la publicación de circulares, especialmente en un lugar donde son tan pocos los que saben leer.

Los medios de comunicación, tan necesarios para el desarrollo del tráfico y del comercio, son muy deficientes en Bolivia, y esto se debe en mucho á su topografía. Hay una línea férrea que une el puerto chileno de Antofagasta con la frontera boliviana en Ascotán, y de allí continúa hasta Uyuni, en Bolivia. Un ramal

de este ferrocarril corre á Huanchaca y á Oruro. La extensión total de la línea es de 500 millas. Se han otorgado concesiones últimamente para la construcción de otros ferrocarriles y se está haciendo el estudio de las diferentes rutas. Una línea va á unir á La Paz, capital de la República, con la frontera del Perú; otra correrá del río Paraguay, en la parte oriental de Bolivia, á Santa Cruz; la tercera irá de Oruro á Cochabamba, y la cuarta de Chollapata y Potosí. En la actualidad se está haciendo el examen de una ruta de Bolivia á la República Argentina. Hay en construcción nuevas carreteras y se están poniendo sobre los ríos grandes puentes suspendidos. En 1897 había 2,980 millas de telégrafos en el país, y de estas líneas unas van á la República Argentina, con dirección al este, y otras á la costa del Pacífico, hacia el oeste. Hay además líneas laterales para las comunicaciones interiores.

Bolivia ofrece vasto y halagüeño campo á los habitantes de los grandes centros populosos del globo. Posee en abundancia materias primas para muchas industrias; tiene bosques vírgenes que no ha herido aún el hacha del leñador, y miles de millas cuadradas de inmensas y fértiles planicies que sólo esperan la azada y el arado del labrador para recompensar sus faenas con opimos frutos, mientras que bajo su suelo yacen escondidos tesoros indescriptibles, que enriquecerán al que llegue á sacarlos á la luz del día.

PEDRO DE VALDIVIA, que comandó la segunda expedición española contra Chile, comparó á este país con la hoja de una espada, por ser tan largo y angosto, y en efecto es apropiada la comparación, pues tiene la República 2,270 millas de norte á sur, y su anchura varía de 40 á 200 millas. Su extensión es de 293,970 millas cuadradas, pero á pesar de ser angosto el territorio, es sumamente fértil en su mayor parte, y no está excesivamente poblado, pues el censo de 1895 le da 2,712,145 habitantes, ó sean 9.2 por milla cuadrada. Lo probable es que en aquella época la población haya pasado de 3,200,000 habitantes, é indudablemente ahora excede de ese número, estando la mayor parte de ellos dotados de un espíritu enérgico y progresista. Como un millón y medio de los habitantes se dedican á la agricultura, y producen anualmente cosa de 28,500,000 fanegas de trigo, 8,500,00 de otros cereales, y además legumbres, frutas, etc. Aunque pequeña, la población se distingue por los progresos industriales que ha alcanzado.

Autoridades competentes aseguran que más de 500,000 cabezas de ganado vacuno y 2,000,000 de carneros, cabras, etc., se crían anualmente en el país. Las substancias minerales, tales como cobre, plata, oro, carbón, manganeso, etc., son abundantes. Los campos de nitrato de Chile cubren un área de cerca de 220,356 acres, y se calcula que contienen 2,316 millones de quintales métricos del nitrato comercial. El producto total de estos campos fué, en 1896, de 1,092,000 toneladas. Mucho capital inglés hay invertido en esta industria. Para dar una idea del desarrollo industrial del país, basta decir que en 1895 el departamento de Valparaíso, con una población de menos de 200,000 habitantes, tenía 417 fábricas, en las cuales se consumieron durante el año materias primas por valor de 20,057,573 pesos, y se emplearon 12,616 operarios y 162 máquinas de vapor con una potencia total de 1,766 caballos de fuerza. Entre estos establecimientos había cervcerías, refinerías de azúcar, aserraderos, fábricas de gas, de carruages y de carros, de aguas minerales y gaseosas, etc. Como es de suponer, la curtiduría es un ramo de industria muy floreciente.

Chile fué el primer país de la América del Sur donde se construyeron ferrocarriles, y el Gobierno siempre ha fomentado por medio de subsidios y de leyes apropiadas la construcción de vías férreas. Á principios de 1897 había en la República 2,080 millas de ferrocarril, y de éstas el Gobierno poseía y tenía abiertas al tráfico 838, mientras que 1,242 millas, divididas en quince líneas diferentes, pertenecían á asociaciones particulares. En aquella época el Gobierno tenía 331 millas en construcción y en estudio. La línea principal es la Gran Central, que pertenece al estado, y consta de tres divisiones, á saber: de Valparaíso á Santiago y de allí á Melipilla; de Santiago á Talca, de San Fernando á Alcones, y de Pelequén á Peumo; de Talca á Talcahuana, de San Rosendo á Traiguén, de Santa Fé á Los Angeles y de Roblería á Victoria, todo lo cual arroja un total de 766 millas. Los trabajos en el Ferrocarril Trasandino, entre Santa Rosa y Mendoza, que habían sido interrumpidos por algún tiempo, han recommenzado, y los continuará con actividad un sindicato inglés. Cuando se hayan terminado las 46 millas de esta línea, que aun quedan por construir, se habrá efectuado la unión entre el Atlántico y el Pacífico, ó sea entre Buenos Aires y Valparaíso. Se

cree que las 624 millas que separan á los dos puertos mencionados, se atravesarán en 29 horas por medio de trenes expresos. Hay en Chile 25,000 millas de carreteras públicas y 2,875 de navegación fluvial.

Al terminar el año de 1895, las líneas telegráficas del estado cubrían 6,965 millas, con 8,330 millas de alambre.

La marina mercante chilena se componía en 1896 de 188 embarcaciones, con un porte total de 105,642 toneladas. Cuarenta y dos de dichas embarcaciones eran buques de vapor. Líneas de navegación inglesas, francesas y alemanas hacen con regularidad viajes entre Chile y Europa por el estrecho de Magallanes, y se mantiene comunicación constante y directa por medio de vapores chilenos y extranjeros en toda la costa hasta el istmo de Panamá, donde se hacen conexiones para los puertos de Europa y de los Estados Unidos, tanto en el Atlántico como en el Pacífico.

Chile importa del extranjero la mayor parte de los artículos manufacturados que consume, pero el Gobierno ofrece alicientes para la creación de nuevas industrias, porque está muy deseoso de promover el establecimiento de fábricas en el país. Últimamente votó 500,000 pesos para fomentar las manufacturas de hierro y acero, por haberse demostrado que se encuentran en el país en abundancia minerales de hierro sumamente ricos.

No es de esperar que Chile llegue á establecer gran comercio de exportación con los Estados Unidos, porque los productos que generalmente envía al exterior son trigo, cobre, plata, nitrato, manganeso é yodo. De todos estos artículos solamente los tres últimos no se producen en los Estados Unidos. Este país, sin embargo, puede aumentar notablemente su exportación á Chile, si los comerciantes americanos consignan sus mercancías á antiguas y acreditadas casas de Valparaíso, Santiago y otras poblaciones que se interesen en su realización. El porvenir de Chile depende del desarrollo de sus magníficas fuentes de riqueza, y como su pequeña población no es suficiente para llevar esto á cabo sin la cooperación extranjera, es evidente que los que vayan allí en busca de fortuna la encontrarán.

La República del Ecuador, sobre cuya escarpada superficie caen perpendicularmente los rayos del sol, y donde á causa de la conformación física, se nota considerable confusión, tanto en las

estaciones como en el reino vegetal, puesto que el verano se confunde con el invierno y la época de la siembra con la de la cosecha, es un país esencialmente agrícola. Escritores que lo han visitado, dicen que no hay lenguaje con que describir la riqueza y esplendor de la vegetación en aquella parte del continente americano. En sus bosques no más posee el Ecuador incalculables riquezas. Las costas producen cacao, café, tabaco, tagua, frutas tropicales, etc. En las secciones pobladas del interior crecen trigo, cebada, centeno, maíz, caña de azúcar, etc. Se encuentran aquí diversas clases de quina, gran variedad de palmas, palo del Brasil, palo santo, ébano, cedro y otras maderas de construcción; copal, sangre de drago, estoraque y muchas plantas indígenas de las que se sacan tintes. Abundan las plantas fibrosas y la que produce el material que se usa para hacer los conocidos sombreros de Jipijapa.

El país contiene también en abundancia oro, plata, mercurio, y otros metales, pero la explotación de minas no ha llegado todavía á todo su desarrollo. La industria se reduce principalmente á la fabricación de azúcar y harina, á la de tejidos de algodón, á establecimientos de destilación, curtidurías y aserraderos. Se hace chocolate en grandes cantidades, así como también los sombreros atrás mencionados.

Los artículos principales de exportación son cacao, goma elástica, café, quina, tagua, sombreros, suela, pieles secas, bambú, tamarindos, tabaco, arroz y esteras. Casi todos los artículos que se fabrican en los Estados Unidos y que son aparentes para el uso de una población de 1,270,000 habitantes, más de dos terceras partes de los cuales son indios, encontrarían buen mercado en el Ecuador. Esta población está distribuida en una extensión de cerca de 120,000 millas cuadradas, lo cual demuestra que existe aquí la misma falta de proporción que se nota en otras partes del continente sudamericano entre el número de habitantes y el tamaño del territorio. El extranjero que desee mejorar de fortuna, puede ir á aquel país y encontrar un suelo que no ha menester de abonos, con riquezas naturales que con el mero trabajo físico le reportarían ganancias que no encontraría en parajes menos privilegiados.

Los medios de comunicación dejan mucho que desear en el Ecuador, puesto que en la mayor parte del país no existen más que veredas. La navegación en las aguas interiores se hace por

medio de unos pocos vapores construidos en los Estados Unidos y en el país mismo, así como por canoas y otras embarcaciones menores.

El único ferrocarril que existe en la República corre por una distancia de 58 millas, entre Durán, que está al frente de Guayaquil, y Chimbo. Á fines del año de 1897 el Gobierno ecuatoriano celebró un contrato con un capitalista de Nueva York para la prolongación de esta línea hasta Quito, capital de la República. La empresa es atrevida y costosa, pues hay que atravesar por alturas que varían de 8,100 á 12,300 pies sobre el nivel del mar, en una distancia de 404 millas. Hay en la ruta tantos ríos y arroyos que se calcula que será necesario construir 830 puentes. Se cree que la obra costará \$17,530.000. Existen cinco líneas de vapores que tocan con regularidad en los puertos del Ecuador, y son las siguientes: la Pacific Steam Navigation Company, que es inglesa, y la Compañía Sudamericana de Vapores, que es chilena, las cuales hacen viajes entre Valparaíso y Panamá, con escala en Guayaquil; la llamada Gulf Line, inglesa, que va de este último puerto á Glasgow, Liverpool y Greenock; la línea hamburguesa, entre Guayaquil, Hamburgo y Amberes, y la línea francesa, entre el Havre y los puertos sudamericanos del Pacífico. Existen también dos líneas importantes que hacen viajes irregulares: la línea alemana Kosmos, que toca cada mes en Guayaquil, y la conocida con el nombre de Merchants' Line, que usa vapores ingleses fletados por W. R. GRACE & Co., de Nueva York, los cuales corren entre este puerto y Guayaquil. Los buques de todas estas líneas hacen escala en los puertos de Chile y del Perú.

Con una extensión de 463,747 millas cuadradas, la República del Perú tiene una población de 2,621,844 habitantes. Durante tres siglos la sola mención de su nombre evocaba en la mente visiones de opulencia y bienestar, que una serie de guerras intestinas y extranjeras ha hecho que se lleguen á mirar como ilusiones de la fantasía, pero no lo son en verdad, porque existen todavía en aquella tierra privilegiada fuentes de riqueza que pueden servir de medios para el desarrollo de la industria y para la bienandanza del país.

La riqueza agrícola del Perú es abundante y varia, pues abraza

todos los productos de la zona tórrida y muchos de la templada. Los principales son las patatas, que se encontraron allí por la primera vez, toda clase de cereales, caña de azúcar, algodón, arroz, tabaco, café, cacao é infinidat de frutas. Hay muchas plantas medicinales, fibrosas y de tinte. Pero de todos los productos del país, los primeros son algodón, café y azúcar. En 1895 se exportaron 5,500 toneladas de algodón, y la exportación total de café asciende á cerca de 1,060 toneladas anualmente. Hay 95,000 acres sembrados de caña de azúcar, que produjeron 65,000 toneladas de 1896 á 1897.

Como sucede en otros países donde apenas se ha comenzado á invertir capital extranjero, principalmente el americano, la industria todavía está en su infancia, pero se notan en este sentido rápidos progresos. En estos últimos años la tarifa proteccionista ha dado estímulo á muchas empresas nacionales y se han fundado importantes establecimientos industriales. La refinación de petróleo, artículo que abunda en el país, promete ser una gran fuente de riqueza para la República, pues se hace en gran escala y se exporta kerosene al Ecuador, Bolivia y Chile. También se exportan como 4,000,006 de libras de lana de alpaca cada año, lo cual representa un valor de \$2,000,000, aproximadamente. La exportación de preparaciones químicas, drogas y tintes del Perú asciende á \$7,500,000 anualmente.

Inútil es repetir lo que tantas veces se ha dicho sobre las riquezas minerales del Perú, pero conviene hacer presente que existen regiones que no han sido exploradas y que producirían fortunas si fueran debidamente explotadas. Se calcula que en 1896 el país produjo 3,300,000 onzas de plata. Se asegura que entre refinerías de petróleo y establecimientos para el beneficio de metales el número no bajaba de 56 en el mismo año, con un capital de 18,781,000 soles. La mitad de las compañías que se dedican á estas industrias son peruanas. Las minas de oro que se han descubierto últimamente, demuestran que es cierto cuanto se ha dicho sobre la riqueza da aquella tierra. En éste, como en los otros países de que tratamos, la falta de comunicaciones es el gran obstáculo á la explotación de las regiones metalíferas.

En 1896 la marina mercante del Perú constaba de 36 buques de más de 50 toneladas, con un porte total de 9,953 toneladas, y

de 96 barcos de menos de 50 toneladas, todo lo cual arroja un total de 1,246 toneladas.

Los principales puertos de la República son el Callao, Huacho, Ancón, Pacasmayo, Chola, Mollendo, Eten, Supe, Pisco, Salaverry, Payta y Chimbote, en todos los cuales hay excelentes muelles. El Callao tiene una dársena flotante de 300 pies de largo.

Las principales líneas de comunicación con los Estados Unidos son las que hacen la carrera entre Valparaíso y Panamá, conocidas con los nombres de Steam Navigation Company y Compañía Sudamericana de Vapores, ambas mencionadas atrás. Estas dos líneas trabajan de consuno. Sus vapores hacen conexión en el istmo de Panamá con los de la Pacific Mail Steamship Company para San Francisco, y con los que van de Colón á Nueva York, Nueva Orleans y los principales puertos de Europa. Hay varias líneas de vapores de carga dedicadas al comercio extranjero y de cabotaje, que tocan en los puertos del Perú.

No existen carreteras en el país y la mayor parte de los transportes se hace por medio de indios, mulas y llamas.

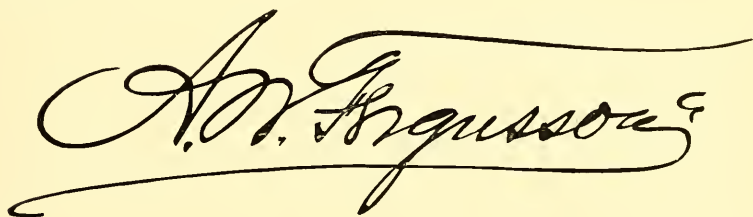
El Perú ha gastado 36,000,000 libras esterlinas en la construcción de sus ferrocarriles, incluyendo los que cedió á Chile, y en estos trabajos se han ejecutado algunas de las obras de ingeniería más notables del mundo.

En 1895 la extensión total de los ferrocarriles era de 924 millas, 800 de las cuales pertenecían al Estado. Forman estas últimas diez líneas diferentes, las cuales, junto con los depósitos de guano, las minas y los terrenos nacionales, fueron hipotecadas por 66 años á una corporación peruana, formada en su mayor parte con capital inglés. Existen seis líneas férreas pertenecientes á compañías particulares y bajo su dirección. El Gobierno tiene abiertas al servicio público 1,491 millas de telégrafos.

Por lo expuesto se verá que la naturaleza ha sido pródiga en sus dones con los cuatro países de que hemos tratado, y que lo único que les hace falta para obtener una posición envidiable entre las naciones americanas, es aumento de población y mejores y más rápidos medios de comunicación. Respecto de esto último, se deja ver por lo que queda dicho y por los datos á que se ha hecho referencia, que los capitalistas americanos no han dado pruebas de

su proverbial perspicacia y energía. Por demás sería hablar otra vez de las inmensas ventajas que el canal de Nicaragua reportaría al comercio de todo el litoral sudamericano sobre el Pacífico, así como al de los Estados Unidos en el Atlántico y el Golfo. Una nación industrial ha menester de buscar mercados: los tenemos al sur de nosotros, y estableciendo rápidas comunicaciones, los tendríamos á nuestras propias puertas. La estadística es asunto muy árido y se adapta poco al gusto general. Los que no creen en ella, pueden sostener que falsea los hechos, según los intereses á cuyo servicio está; pero si es imperfecta como todas las cosas humanas, es indudable que produce excelentes resultados y que indica la dirección que llevan las corrientes comerciales. Si queremos aprovechar éstas, como marinos expertos, debemos preparar nuestra nave y seguir el derrotero que nos señalan.

El Obispo BERKELEY ha dicho ya que la civilización camina hacia el occidente; pero la estrella del comercio apunta para la Cruz del Sur.

A large, elegant handwritten signature in dark ink, reading "A. Argusson". The signature is written in a cursive style with long, sweeping flourishes that extend above and below the main text.

DON SALVADOR DE MENDONÇA.

El Señor DON SALVADOR DE MENDONÇA, que el 18 del mes pasado puso en manos del Presidente McKINLEY sus letras de retiro como Enviado Extraordinario y Ministro Plenipotenciario del Brasil ante el Gobierno de los Estados Unidos, cargo que había venido desempeñando tan hábilmente desde hace siete años, lleva consigo al partir para Lisboa, donde va á desempeñar otra misión diplomática honorable, la más cordial estimación del Gobierno y del pueblo de los Estados Unidos. El "Post" de Washington, al ocuparse de su partida, expresa admirablemente el agradecimiento de los Estados Unidos hácia tan cumplido diplomático "por las amplias miras de estadista que siempre le anima-

ron, por el tacto y la habilidad que siempre desplegó en su diplomacia, y sobre todo, por la amistad invariable que siempre demostró por nuestra nación."

El Señor de Mendonça heredó de los radicales de los tiempos de la regencia los principios políticos ampliamente liberales que profesa, con los cuales se identificó desde su temprana juventud, cuando como abogado del foro brasileiro ayudó á fundar un periódico republicano en Rio Janeiro, el primero de su especie que se publicara durante el Imperio; principios por los cuales ha seguido abogando hasta hoy, entusiasta y tenaz. El emperador del Brasil, que jamás demostró antipatía por los republicanos ni aversión á enviarlos al extranjero en representación del país, escogió hace veintitrés años para que desempeñara el Consulado General del Brasil en Nueva York al Señor de Mendonça, que desde entonces ha tenido oportunidades excepcionales, las cuales supo aprovechar con gran celo, para hacer un estudio profundo de las instituciones que siempre le interesaron y para formar un conocimiento más perfecto de los jurisconsultos y estadistas cuyas doctrinas aprendió á reverenciar desde joven.

El Ministro, Sr. DE MENDONÇA, no ha sido solamente un mero observador. La amplitud de las idéas políticas y la adhesión resuelta á los principios del gobierno popular, que profesa este representante de la más joven de las repúblicas del continente meridional, han servido de inspiración y han ayudado, durante los últimos siete años, á los que tienen á su cargo los asuntos de todo este continente, para adoptar medidas tendentes á levantar sus países respectivos y á trabajar por la paz y por el honor nacional. Como dice el editorial del "Post": "Desde el principio hasta el fin ha sido incansable en trabajar por todo aquello que tendiera á cimentar más sólidamente las relaciones de los Estados Unidos con la progresista república, su patria." Los servicios que prestó en el arreglo de tratados de reciprocidad con los Estados Unidos en 1891, sus enérgicas labores durante la Conferencia Pan-Americana, con el fin de establecer un tribunal internacional permanente para el arreglo pacífico de las controversias que se suscitaren, y su apoyo decidido á la Oficina Comercial de las Repúblicas Americanas, representante de la Unión Internacional, es todo de tan reciente data que no hay para que mencionarlo.

Durante su estadía en los Estados Unidos el Señor DE MENDONÇA, por sus discursos en público, por su colaboración en las principales publicaciones del país, por la espléndida hospitalidad que siempre extendió á todos, se ha captado la estimación de las personas de valer. Sus artículos en "la North American Review," su discurso pronunciado ante los fabricantes de Filadelfia, y el de despedida que publica hoy el BOLETIN, poseen, en inglés, un encanto en el estilo, tanto más notable cuanto que aquélla no es su lengua madre. En su hogar, la sociedad artística y literaria de Washington se halló siempre rodeada de refinamiento y cultura y era allí en donde los representantes diplomáticos de Europa y de América, llegaron á crearse una intimidad entre sí como quizás no existió antes en Washington.

He aquí los discursos del Señor Ministro DE MENDONÇA y la respuesta del Presidente McKINLEY:

El Ministro se expresó en los términos siguientes:

SEÑOR PRESIDENTE: Tengo el honor de poner en vuestras manos la carta de retiro con que el Presidente de los Estados Unidos del Brasil declara terminada mi misión cerca del Gobierno de los Estados Unidos de América.

Hacer votos por que S. E., á la par que mi Gobierno, creyese que yo, en cumplimiento de las instrucciones recibidas había desempeñado mi misión de una manera grata, y añadir á las expresiones de los mejores deseos del Presidente del Brasil por vuestra felicidad y la de vuestro país, la de mis propios sentimientos personales, bastaría para dar por terminado mi discurso oficial.

Pero los amigos no se despiden con meras formas diplomáticas en la hora solemne en que la nación corre sobre las armas. Aún más; la deuda de gratitud que tengo contraída con vuestro pueblo y vuestro Gobierno, por la manera como me habéis tratado durante mi residencia de cerca de un cuarto de siglo, es tan grande que no puedo despedirme sin espresar al primer Ciudadano de esta poderosa República mi cordial agradecimiento por la benevolencia que habéis tenido para con un estudiante de vuestras instituciones y un admirador del levantado carácter de vuestra nación.

Por haber abierto desde los tiempos coloniales las puertas de vuestro país como tierra de asilo, estableciendo así vuestra República sobre los sólidos fundamentos de la libertad de conciencia; por haber dado al mundo los principios de la Declaración de la Independencia, afirmando con la consolidación de la Unión y la abolición de la esclavitud que éste sería en lo adelante un continente consagrado á la libertad, habéis llegado á ocupar al primer puesto como factores poderosos de la civilización moderna. Intrépido con el fuerte, magnánimo con los débiles, profundamente convencido de que la justicia y el derecho son la piedra fundamental del estado y que la honradez es la medida del trato internacional; industrioso, inteligente, respetuoso de la ley, amante de la paz, vuestro

país bien puede enorgullecerse de lo que ha hecho, y nadie mejor que yo ha tenido la oportunidad de satisfacerse, por medio de una cuidadosa observación de los hombres y de las leyes, de vuestro firme adelanto y de vuestro progreso.

He visto á vuestro país en sus días alegres y en sus días de pesar. En la celebración del Centenario de vuestra Independencia, ví al gran maestro en el arte de la guerra abrir el gran certámen de las artes de la paz y revelar al mundo la doble grandeza de la nación que, en diez años, había transformado la espada y el fusil en instrumentos de la industria. Ví depositar el gran héroe muerto, en el corazón de vuestra gran metrópoli, en medio del duelo del país entero, y presencié su apoteosis celebrada por la voz de la nación en masa. Ví caer el Primer Magistrado de la nación, herido por mano asesina y observé que la república continuaba firme y serena bajo el imperio de la ley. Ni en sus alegrías ni en sus tristezas la nación se apartó por un momento de la confianza que le inspira su alto destino.

He visitado las diferentes regiones de vuestro gran país; conozco los hombres del Este, llenos de actividad; los generosos habitantes del Oeste, y el sureño caballeroso. He tenido la fortuna de conocer al estadista, al hombre de ciencia, al artista, al fabricante, al cultivador y al obrero. El ideal común á todos es el honor y la grandeza del país.

He cruzado los modestos senderos que conducen á los lugares sagrados—Mount Vernon, donde yace el padre; Hollywood, donde duerme Monroe; Oak Hill, donde reposa Blaine, y he escuchado las voces del viento al pasar por entre las ramas de los robles que dan sombra á sus tumbas y aprendido el secreto de vuestra grandeza. Ojalá que ella sirva de ejemplo inspirador á todo el continente. Yo aspiraba, antes de salir de vuestro país, á sentarme otra vez en una mesa en la cual todas las repúblicas americanas volvieran á establecer, sobre más sólidas bases, el convenio propuesto en el tratado no ratificado del 28 de abril de 1890, distribuyendo entre las partes contratantes las responsabilidades de la política de Monroe, como corresponde á su caracter de soberanos. Bienaventurado el día en que tenga lugar la reunión de semejante congreso, primer paso hácia el establecimiento de una dieta americana, alta corte de los asuntos internacionales de nuestro continente.

Donde quiera que me lleven los deberes contraidos con mi amada patria, puedo aseguraros que mi corazón y mis simpatías estarán siempre con vuestro noble pueblo y con el porta-estandarte de la América republicana, que dirija las avanzadas de la libertad humana contra los últimos atrincheramientos del pasado.

El Presidente contestó así:

SEÑOR MINISTRO: Al recordar vuestros muchos años de representación eficaz y amistosa en esta Capital y teniendo en mientes las placenteras relaciones que habéis fomentado con los miembros de este Gobierno en el desempeño de vuestra honrosa misión, no puedo menos que lamentar que vuestro cambio para otro puesto termine las relaciones personales que tan agradablemente habéis mantenido con este Gobierno y con el pueblo de este país; debo al mismo tiempo,

sin embargo, felicitaros por la nueva prueba de confianza en vuestra habilidad y celo que os da vuestro Gobierno, al designaros para desempeñar otra misión importante.

Las elocuentes palabras que me habéis dirigido, me prueban que vuestra larga estadía en este país y las muchas oportunidades que habéis tenido para observar y tratar á nuestro pueblo, os han dado una percepción clara, tanto de los orígenes históricos y morales de nuestro sistema político é intelectual, cuanto de los altos fines que siempre han inspirado á nuestra república en sus relaciones con las otras comunidades de la tierra, ya sean nuestros vecinos ó nuestros amigos distantes; ora sean nuestros compañeros ó bien nuestros generosos rivales en el campo de la industria y del comercio; ya sean nuestros aliados por los lazos de la sangre y de formas constitucionales semejantes, ó que estemos divididos por diferencias de raza y de forma de Gobierno.

Por cerca de un cuarto de siglo habéis vivido entre nosotros, espectador de nuestro desarrollo interior y estudiante interesado de los grandes problemas sociales y políticos, que tan seriamente han ocupado á todas las naciones durante estos últimos años del siglo más brillante del mundo, y de los cuales los Estados Unidos, aún sin apartarse del sendero que á sí mismos se habían marcado no han estado exentos. Por doloroso que haya sido el trance, por difícil que fuera el problema del momento, habéis visto que se le ha hecho frente con la calma de razonamiento y la ruda fortaleza de nuestro pueblo, dando prueba adicional de la sabiduría de aquellos que fundaron la república sobre las bases inmutables de unión, justicia, autonomía y caridad para todas.

Os deseo, Señor Ministro, todo género de felicidad personal en la nueva esfera de vuestros útiles servicios. Que los recuerdos que os lleváis de los sentimientos de amistad y estimación que os habéis granjeado, sean iguales á los que váis á recoger en otro país.

Al deciros adios, os ruego seáis mensajero de las saluciones sinceras y amistosas de este Gobierno y de este pueblo al del Brasil y sus ciudadanos y de su votos por que gocen por largo tiempo de los frutos de su adhesión á la causa de la autonomía del gobierno; que las bendiciones de paz, adelanto y abundancia caigan siempre sobre ellos. Os ruego hagáis presente al Presidente de la República mis cordiales deseos por su felicidad personal.

REPÚBLICA ARGENTINA.

PRINCIPALES ARTÍCULOS DE EXPORTACIÓN, Y PAÍSES DE SU DESTINO, EN EL AÑO DE 1897.

En el siguiente cuadro están contenidos los nombres de los diversos países que han importado los principales artículos de exportación de la Argentina, durante el año de 1897. El cuadro está tomado del la "Review of the River Plate," del 29 de enero

de 1898, que á su vez tomó los datos de la estadística oficial del Gobierno:

	Reino Unido.	Estados Unidos.	Francia.	Alemania.	Bélgica.	Italia.
Cueros de vaca, secos....	9,515	1,209,929	91,285	289,051	210,080	482,820
Cueros de vaca, salados....	28,476		109,318	352,717	372,604	29,413
Cueros de caballo, secos..			6,828	74,418	1,989	
Cueros de caballo, salados..			11,206	68,490	9,855	
Pieles de carnero, fardos..	11,190	1,040	48,075	3,539	1,934	4,939
Pelo.....	267	851	469	642	2,059	462
Sebo.....pipas..	5,837		8,574	919	414	10,747
".....barriles..	10,511		4,011	2,570	1,580	432
".....bocoyes..	1,571		11,205	1,375	750	3,517
Pieles de cabra...fardos..		2,590	1,006		2	
Lana.....	19,462	49,675	188,110	97,977	80,202	18,546
Carneros helados.....	2,009,075		57,358			
Trigo.....toneladas..	10,802		811	1,233	14,308	25
Maiz.....	69,255		44,712	8,271	51,772	16,202
Linaza.....	51,852		43,767	6,898	16,655	2,138
Harina.....					29	
Afrecho.....	289		16,811	23,456	3,460	583
Moyuelo.....sacos..	5,626		150,002			252
Semilla de ricino....	23,258		4,263	94,908	9,481	364
Semillas para pájaros, sacos.....		31	1,127		3,069	
Heno.....fardos..	1,512		2,419		2,061	639
Quebracho.....toneladas..	1,160	2,968	3,697	38,713	11,942	8,716
Tabace.....tercios..				3,815	46	
Mantequilla.....cajas..	15,402					
Azúcar.....toneladas..	22,058	5,099				

	España.	Colonia del Cabo.	Brasil.	Pedidos.	Otros países.	Total.
Cueros de vaca secos.....	206,024				2,000	2,500,704
Cueros de vaca, salados....	2,674			42,662		937,864
Cueros de caballo, secos..	117					83,352
Cueros de caballo, salados..						89,551
Pieles de carnero, fardos..	9					70,726
Pelo.....						4,750
Sebo.....pipas..	3,779		3,802			34,072
".....barriles..	2,345		5,441		2,345	29,235
".....bocoyes..	3,487		6,171		289	28,365
Pieles de cabra...fardos..	7					3,605
Lana.....	43					454,015
Carneros helados.....						2,066,433
Trigo.....toneladas..	57	12	46,249	18,156	2,636	94,289
Maiz.....	3,172	9,994	101,068	58,735	11,258	374,439
Linaza.....	14		201	45,312	1,015	167,852
Harina.....			40,461	2	132	40,624
Afrecho.....	253	242	1,790	684	70	47,647
Moyuelo.....sacos..					50	155,930
Semilla de ricino....	188					132,462
Semillas para pájaros, sacos.....			11,461	5,268		20,956
Heno.....fardos..		38,035	671,266	4,948	12,474	733,354
Quebracho.....toneladas..				55,070	1,260	123,526
Tabace.....tercios..				180		4,041
Mantequilla.....cajas..	2		462			15,866
Azúcar.....toneladas..		97		13,120		40,374

BRASIL.

COMERCIO DE PERNAMBUCO EN 1897.

La Oficina de Relaciones Exteriores de la Gran Bretaña ha publicado recientemente el informe del Vicecónsul, Mr. WILLIAMS, sobre la industria y el comercio del distrito consular de Pernambuco durante el año de 1897.

Refiriéndose al proyecto del ex-Gobernador BARBOZA LIMA, de introducir y desenvolver el sistema de ingenios centrales, ó "Usines," el Cónsul, Mr. WILLIAMS, dice que á causa de la baja en los cambios y del desacertado manejo, aquella meritoria empresa no ha obtenido resultados satisfactorios. En Pernambuco, según referencias, el comercio en lencerías está, en su mayor parte, en manos de tres casas suizas, y el resto lo tienen los portugueses y varias casas del país. Del informe se deduce que hay en Pernambuco buen mercado para los lienzos americanos, pero para asegurar este mercado, será necesario hacer esfuerzos enérgicos. La perspectiva general del comercio de importación es muy favorable en la actualidad; se han hecho grandes pedidos á Europa por telégrafo, y dado el escaso surtido que existe, créese que esta demanda continuará por un período de tiempo indefinido.

Azúcar y algodón son los principales productos y artículos de exportación del estado de Pernambuco. La cosecha de 1896-97 fué la menor, á contar desde la de 1889-90; este descenso se atribuye principalmente al mal tiempo, tanto en cuanto á sequía como á inundaciones, que daña grandemente la caña y el algodón durante su período de crecimiento. La cosecha actual (1897-98) promete ser un poco mayor, pero no llegará al importe de la producción media. Los precios que se espera que obtengan estos productos, prometen dar por resultado el mejoramiento de las condiciones económicas. La mayor parte del algodón y del azúcar se consumirá en el país: la exportación de estos artículos ha venido disminuyendo cada año.

La nueva ley de cabotaje que restringe el tráfico á los buques brasileños, la cual empezó á regir el 5 de diciembre de 1896 y que infundió serios temores de que la marina mercante brasileña no resultara adecuada á las exigencias del tráfico, ha alcanzado éxito práctico.

Se han establecido numerosas fábricas en el estado, las cuales están trabajando satisfactoriamente; hay entre ellas una fábrica de pólvora y una de yute. También hay telares de algodón y fábricas de jabón y de fósforos, que están protegidos por una alta tarifa y se encuentran en condiciones prósperas. Abundan los peones, y el precio de los salarios es barato; las horas de trabajo son excesivamente largas y en algunos de los telares de algodón se trabaja catorce horas. En los distritos agrícolas un peón ordinario gana unos treinta centavos por día y trabaja desde la salida hasta la puesta del sol.

Pernambuco tiene comunicación cablegráfica, además de una línea telegráfica que se extiende á lo largo de la costa y la cual es propiedad del Gobierno. Las tres compañías inglesas del cable son: la "Brazilian Submarine Telegraph Company," de Pernambuco á Europa, vía San Vicente (Cabo Verde) y Madera; la "South American Cable Company," de Pernambuco á Europa, vía Fernando da Noronha y Senegal, en la costa occidental de Africa; y la "Western and Brazilian Telegraph Company," en la costa del Brasil, entre Pará y Santos

La cosecha de algodón en el distrito de Penedo, en 1897, fué de 21,000 pacas, cantidad ésta que acusa un aumento de 5,000 pacas sobre la producción del año precedente: los precios fluctuaron entre \$1.90 y \$2.30 por cada quince kilos. La cosecha de maíz es abundante: asciende á 54,000 sacos, un aumento de 32,000 sacos sobre la del año pasado. La zafra de azúcar es casi nada, y tal vez llegue sólo á unos 10,000 sacos, pues una gran inundación ha destruido la caña en su período de crecimiento. El comercio en pieles de cabra y de carnero sufrió un gran descenso: la cantidad que se recibía en Penedo, que hace dos años ascendía á 150,000 pieles mensuales, ha quedado reducida á unas 15,000 mensuales. El importe de cueros salados secos se calcula en 70,000 anuales.

Según informes de Ceará, está tomando incremento el cultivo de "manicoba," y se espera que dentro de cuatro años habrá un millón de árboles en perfecto estado de crecimiento. La manicoba es una especie de euforbiácea cuya savia contiene goma elástica. Ésta se parece tanto á la del Pará que en los mercados europeos se vende bajo el nombre de "goma elástica del Brasil," sin

hacer distinción alguna respecto al estado del cual se exporta. La “manicoba” abunda en el estado de Ceará, especialmente en los distritos de Ceará, Botavite é Itapipoca. Su precio fluctúa entre 58 centavos y \$1 por kilo. El procedimiento de extracción de esta goma es poco más ó menos el mismo que se sigue en los estados de Pará y Amazonas.

Según informes de Parahyba do Norte, la cosecha de algodón de aquel distrito excede en gran cantidad á la de 1896, mientras que la producción de azúcar acusa una disminución. La mayor parte del azúcar que se produce en Parahyba se exporta á Rio y á los puertos del sur; el resto se vende en los Estados Unidos.

El Vicecónsul, Mr. BOLSHAW, comunica de Río Grande do Norte que el año ha sido muy favorable para el algodón, el azúcar y la goma elástica. El algodón se vende casi en su totalidad en los puertos del sur de Brasil, para su uso en las fábricas, mientras que la goma elástica, cueros y pieles se embarcan para los Estados Unidos; la mayor parte del azúcar que se produce se vende también en aquel mercado.

ADVERTENCIA Á LOS EXPORTADORES.

Con el fin de proteger la salud pública, el Gobierno ha dispuesto que todos los vinos así como la manteca y otras sustancias alimenticias que se importen en el país, sean sometidos á un análisis oficial antes de entregarlos para el consumo. La ley que regula este análisis es como sigue:

Los vinos, la manteca y toda sustancia alimenticia que el Laboratorio Nacional rechace, no podrán ser despachados, y sus dueños ó consignatarios estarán obligados á reexportarlos dentro del término que fije el inspector de aduanas; y en caso de que no lo hagan así, los artículos serán destruidos y se impondrá una multa de mil milreis á los importadores consignatarios, de acuerdo con el artículo 15 de la ley nº 489 de 15 de diciembre de 1897.

Serán considerados como nocivos á la salud pública y, en consecuencia, rechazados los siguientes artículos: vinos y sustancias alimenticias que contengan ácido bórico ó salicílico, alcohol de mala calidad, ácidos minerales, tales como sulfúrico, sulfuroso, nítrico, é hidroclórico, sulfitos, alumbre, fluosilicatos, fluoruros, sustancias alcalinas, sacarina, sales de estroncia, plomo, zinc, estaño, arsénico, antimonio, sulfato de potasa en cantidad mayor de dos gramos por litro de vino, con excepción de los vinos de graduación alcohólica mayor de 20°, los cuales podrán contener hasta cuatro gramos de sulfato de potasa por litro; los sustitutos del lúpulo en la cerveza, como ajenojo, casia, cólclico, picrotoxina,

coloquintida, nuez vómica, ácido pírico, áloes, así como esencias preparadas con éteres grasos, materias colorantes extraídas del carbón y combinadas con plomo, mercurio, cobre, arsénico, antimonio, bario, ó cualquiera otra sustancia reconocida, ó que se reconozca en lo futuro por la ciencia como perjudicial á la salud.

Y en todo caso la importación de vino reconocido como artificial queda prohibida, aunque éste no contenga sustancias nocivas á la salud; y la primera parte de esta disposición será aplicable cuando dentro del término fijado por el inspector, no se haga la reexportación de tales vinos por la parte interesada.

Debe advertirse además que los artículos arriba mencionados, no podrán someterse á análisis en puertos situados en otros estados y á gran distancia de la capital. Según las disposiciones del siguiente decreto de fecha 11 de octubre de 1897, todavía vigente, se deberá enviar muestras á Río, aun en el caso de que las marcas sean bien conocidas en el comercio internacional, si es que no lo son en los mercados locales. De esta suerte es posible que ocurran grandes demoras en la entrega de los géneros.

En vista de que la mayor parte de los estados no están provistos de laboratorios para el análisis de las sustancias comprendidas en el artículo 40 de la ley nº 428, de 10 de diciembre de 1896, y de que se han presentado innumerables reclamaciones acerca de los análisis hechos en algunas de estas instituciones, cada vez que se importe un artículo desconocido en el mercado local, respecto de cuya pureza no haya decidido todavía el Laboratorio Nacional, deberá remitirse oficialmente á este departamento una muestra para examen, y deberá procederse de modo semejante siempre que un artículo importado sea denunciado como nocivo á la salud pública ó se sospeche que lo es.

Fuera de estos casos, el Departamento de cada estado debe guiarse por los análisis del Laboratorio Nacional publicados en el "Boletino da Alfandega do Rio de Janeiro" y en el Diario Oficial Circular no. 16 de 11 de marzo último.

EL MINISTRO BRASIL.

El Señor DON JOAQUIN FRANCISCO DE ASIS BRASIL, nombrado últimamente Enviado Extraordinario y Ministro Plenipotenciario del Brasil en los Estados Unidos, ha sido formalmente recibido por el Presidente McKINLEY como sucesor del Ministro Sr. de MENDONÇA, que ha sido enviado á Lisboa. El Señor BRASIL ha estado por muchos años empleado en el servicio diplomático de su país, habiendo sido el último cargo el tan honorífico como delicado de Ministro en Lisboa.

COSTA RICA.

SUSCONDICIONES FISCALES, DE INSTRUCCIÓN É INDUSTRIALES.

El 1º del corriente, conforme á la ley, se reunió el Congreso Nacional en sesiones ordinarias. El Presidente de la República envió aquel día el Mensaje acostumbrado y en ese documento hace una ligera reseña del movimiento general del país durante el año económico que terminó el 30 de abril, y que es al mismo tiempo el término del período constitucional principiado en 1894.

El Mensaje se refiere primeramente á las recientes dificultades con Nicaragua, y hace notar el fervor patriótico, el espíritu de unión y el entusiasmo con que el país entero rodeó al Gobierno, y se preparó á la defensa. Alude luego á las negociaciones de paz terminadas por un tratado de arbitraje firmado á bordo del vapor de guerra de los Estados Unidos *Alert*, y concluye á este respecto del modo siguiente: "Con este motivo, me complazco en cumplir un sagrado deber, el deber de consignar aquí, en nombre del pueblo y del Gobierno de Costa Rica, un voto de especial reconocimiento á los ilustrados Gobiernos de Guatemala y de los Estados Unidos de América por sus buenos oficios en favor de la paz, lo mismo que á sus dignos representantes, señores MERRY y LAINFIESTA, encargados de tan importante y trascendental misión, en la cual cupo en suerte al señor LAINFIESTA colaboración activa y eficaz cooperación."

Los siguientes sur otros puntos de interes en el mensaje:

Con excepción del incidente relacionado, la situación normal de la República, su marcha progresiva y los hábitos de orden y de amor á la paz y al trabajo, característicos del pueblo costarricense, no han sufrido ni la menor alteración.

Las relaciones de amistad que Costa Rica cultiva esmeradamente con las naciones de América y Europa, son, cada día más estrechas y cordiales, sin que exista pendiente con ninguna de ellas asunto alguno que pudiera alterarlas ó por lo menos debilitarlas. Para llegar á este resultado, de que el país deriva, no obstante su pequeñez, bien marcadas muestras de aprecio y consideración de parte de naciones poderosas por su grandeza y cultura, el Gobierno no ha omitido esfuerzo alguno, dentro de los

límites del decoro, ni ha sido omiso en el cumplimiento de los deberes que las leyes internacionales y la cortesía le imponen.

El estado de la instrucción pública es floreciente. Sin dejar de atender, como es debido, la instrucción profesional y secundaria, el Gobierno ha dado preferente atención á la enseñanza primaria, como que ésta es obligación ineludible del estado y necesidad perentoria del pueblo.

Nada de que con más honroso título pueda euorgullecerse el amor propio costarricense, como del estado de la enseñanza popular, del entusiasmo con que se la acoge y promueve y de la eficaz protección que recibe de parte del Gobierno.

Para hacer notar el desarrollo de la enseñanza durante la administración, bastará indicar que el número de las escuelas en 1893 era de 280, y en 1898 es de 388; que la asistencia en aquel año era por término medio de 17,517, y es hoy de 23,134 alumnos. El número de edificios escolares en 1893 era de 167, y en 1898 es de 259, habiéndose aumentado el número de maestros con 332 durante igual período. Las juntas de educación poseen 259 edificios escolares, tienen en construcción 31, y en proyecto 78. El valor de la propiedad escolar, adquirida en su mayor parte con los recursos directos del pueblo y con liberales auxilios del Gobierno en el mismo período pasa con mucho de un millón de pesos. Esta simple comparación es testimonio elocuente de la devoción del Gobierno á la enseñanza, considerándola como uno de los más preciados bienes que deben otorgarse á los pueblos.

Después de atender al mantenimiento del orden público y de la tranquilidad social, después de cimentar en sólidos principios la educación moral é intelectual de los pueblos, nada de más provecho para los mismos como dedicar las atenciones del Estado, sus más enérgicos empeños, al desarrollo de los intereses económicos, toda vez que ellos constituyen elementos indispensables para la prosperidad y bienestar de las naciones. Llevar á la práctica esta doctrina por los medios que aconseja la experiencia, sin perder de vista las peculiares condiciones del país, así en los factores de la producción como en los agentes del cambio internacional, tarea ha sido ésta emprendida por el Gobierno con fe inquebrantable, con resolución sin vacilaciones, con la entereza que se funda en el íntimo convencimiento del bien que se realiza.

Son base indispensable para llevar á buen término este propósito, la buena organización de la hacienda pública, la honrada administración de las rentas que la forman y la conveniente inversión de las mismas. Con ella cuenta el Gobierno, y mediante tan poderoso concurso ha podido hacer frente á fuertes compromisos pecuniarios contraídos por anteriores administraciones, y emprender obras de suma conveniencia para el incremento de la riqueza y para el engrandecimiento del país.

Las rentas públicas produjeron durante el año económico de 1897 á 1898, la suma de \$8,424,104. Esta cantidad supera al monto de las rentas en el año anterior, en \$936,935, y excede á la suma presupuesta en \$320,172. Los gastos ascienden á \$8,315,455, lo cual, como se ve, deja un sobrante de \$108,650.

Firme el Gobierno en el propósito de que el establecimiento del sistema monetario basado en el oro tenga el éxito deseado, tiene depositado \$1,000,000 en oro y se propone dictar disposiciones que aseguren la circulación de ese metal antes del tiempo previsto cuando se decretó la reforma monetaria.

Bien conocido es el importantísimo papel que el crédito desempeña en el desenvolvimiento económico de un país. El del Gobierno, así en el interior de la República como en el exterior, goza de plena confianza por el fiel cumplimiento de los compromisos adquiridos, principalmente el del servicio de la deuda extranjera, atendido con la mayor religiosidad.

Entre las obras públicas, por la vital importancia que para el país reviste, figura en primer término la construcción del ferrocarril al Pacífico. De 1,000 á 1,200 hombres se ocupan en los trabajos; éstos se ejecutan con la mayor actividad; están listas las primeras 15 millas para tender rieles y según informes de la empresa constructora, en todo el mes de julio ó agosto, la línea estará terminada hasta el Río Grande, comprendiendo todo un trayecto de 25 millas. El contratista espera tener concluido el ferrocarril hasta Tivives, en estado de explotación, el año entrante. Este ferrocarril completa la vía interoceánica entre Limón, en el Atlántico, y Tivives en el Pacífico.

En el puerto de Tivives, situado en el golfo de Nicoya, no distante de Puntarenas, se construirán varias obras que lo mejorarán, y con este objeto el Gobierno está en negociaciones con una

respetable casa francesa que ha hecho ya los estudios correspondientes del lugar.

Muchas otras obras de utilidad pública han sido emprendidas y se trabaja para terminarlas; entre ellas, la Escuela Nacional de Corrección, varios caminos carreteros, el saneamiento, ampliación por medio de un malecón, y otras mejoras del puerto de Limón.

El Presidente elogia la conducta del ejército que marchó á la frontera con motivo de las dificultades antes mencionadas, y concluye el Mensaje con estas palabras:

“Arreglada la paz en condiciones honrosas, el ejército, enemigo por temperamento y por tradicionales costumbres de aventuras militares, recuerda el hogar querido y vuelve á él para entregarse de nuevo á los tranquilos goces de la familia y á las faenas remuneradoras del trabajo.”

INAUGURACION DEL PRESIDENTE IGLESIAS EN EL SEGÚNDO PERÍODO.

El nuevo período presidencial fué inaugurado el 8 del corriente, según ley y costumbre; el Presidente IGLESIAS, reelecto para este nuevo período, confirma en su discurso de inauguración, el programa de su progresista primera administración, el cual cierra con el significativo párrafo siguiente:

Al terminar mi primer período de Gobierno, séame permitido consignar en el presente Mensaje, como expresión sincera del sentimiento público, que estoy seguro de interpretar fielmente, la gratitud de que la nación se encuentra poseída hacia todas las colonias extranjeras residentes en el país, por su espontáneo y generoso concurso para hacer frente á las calamidades que había de originar el estado de guerra en que hace poco se encontraba la República. Esa actitud, tan noble como simpática, la considera Costa Rica como una correspondencia al cariño que ella profesa y guarda á las colonias extranjeras, por su honorabilidad y por su eficaz contingente en la obra de nuestro progreso.

ECUADOR.

CONSTRUCCIÓN DE UNA ADUANA EN GUAYAQUIL.

Por orden del Ministro de Obras Públicas se saca á pública subasta la construcción de un edificio para la aduana de Guayaquil. Los planos y todos los informes relativos á los mismos y á la manera como ha de construirse el edificio podrán obtenerse por los

interesados, en la oficina del Secretario de la Provincia, en la Casa de Gobierno.

La ley de aduanas dispone que el 4 por ciento del recargo sobre los derechos de importación, se aplique á sufragar los gastos de construcción de dicho edificio. Se calcula que el importe del recargo será por término medio de 150,000 sucres al año, y se ha dispuesto que la cantidad á que ascienda el 4 por ciento empiece á depositarse desde el 1° de enero del presente año.

La persona ó asociación que obtenga el contrato deberá pagar al gobierno, antes de firmar aquel, 6,000 sucres como precio de los planos para el edificio. Todas las proposiciones se recibirán en la Secretaría de la Provincia y en los consulados del Ecuador en Nueva York, Paris, Liverpool, Bruselas y Hamburgo, hasta el 31 de agosto de 1898.

NOTAS INDUSTRIALES.

Según noticias recibidas, las provincias de Los Ríos y Guayas producirán este año una excelente cosecha de cacao que es el principal producto de aquella región. Dícese que la situación económica de la República es satisfactoria, y bajo la influencia del estado de paz imperante en el país y del régimen liberal del Presidente ALFARO, el prospecto general es de lo más alentador.

Se ha celebrado un contrato con los Señores DRAKE, STRATTON & Co., para la construcción de un ferrocarril desde la costa á Quito, y Mr. HARMAN ha ido á Londres á completar los arreglos para el comienzo de los trabajos.

HAITÍ.

RECOMENDACIONES DEL MINISTRO, MR. POWELL, PARA EL AUMENTO DEL COMERCIO CON LOS ESTADOS UNIDOS.

El "Manufacturer," de Filadelfia, publica, en su número del 7 de mayo, un extenso artículo de Mr. WILLIAM F. POWELL, Ministro de los Estados Unidos en Haití, en el cual se señalan los obstáculos que hoy se oponen al desarrollo del comercio entre los dos países, y se hacen algunas indicaciones prácticas con el objeto de remediar aquellas dificultades. El Ministro dice en resumen lo que sigue:

"Los fabricantes deberían enviar agentes que sepan el francés, para que puedan estudiar los gustos de la población, sus colores favoritos y sus preferencias en general, y mejorar así el comercio.

fabricando los géneros que el público desea. La falta de estos procedimientos, aunque ello parezca de poca importancia, impide la venta de las manufacturas americanas, especialmente de las manufacturas textiles. Es también importante que se ofrezca á los compradores los géneros en el tamaño que deseen, pues nuestros fabricantes tienen ciertas ideas arbitrarias á este respecto, que el comprador debe aceptar, ó de lo contrario no comprar los géneros. Debe tenerse gran cuidado en el empaque de las mercancías, de modo que lleguen al mercado de su destino en buenas condiciones y puedan por tanto venderse con más facilidad.

La patata que se cultiva en Haití es de inferior calidad y por muchos años ha sido la patata americana la única que se ha vendido en el país. En repetidas ocasiones se ha pedido á los cargadores americanos que envíen estas patatas en pequeños envases, pues las embarcaban en barriles ó sacos; pero no se prestó atención alguna á esta solicitud y los comerciantes de Francia, sabedores de esto, embarcaron sus patatas en cajas, por vía de ensayo, el cual dió resultado, y las patatas francesas, así dispuestas, encuentran hoy fácil mercado, con perjuicio de las patatas americanas. Lo mismo puede decirse de la mantequilla que se importa de Dinamarca en cubos de una y dos libras, que se venden fácilmente; y la mantequilla americana, que es superior en muchos respectos, no se vende porque viene envasada de manera inapropiada para el consumo.

Los medios de comunicación entre la costa y el interior son muy deficientes; los caminos son malos y montañosos, y la bestia que se usa para el transporte es el burro, de modo que se hace necesario el embalaje en pequeños bultos. Si se obviarán estas dificultades, las mercancías americanas predominarían pronto en el mercado. La comunicación entre los varios puertos de la República se lleva á cabo por mar, ya sea en buques de vapor ó de vela, y el tráfico interior tiene lugar en bestias de carga. Hay allí grandes oportunidades para la construcción de ferrocarriles por americanos emprendedores de capital y energía. El clima es inmejorable, y aun en la estación de las lluvias las mañanas son claras y no llueve jamás sino por lo tarde ó por la noche.

La agricultura es la principal industria del país, y entre los principales productos, sobresalen el café, el palo de Campeche y el

cacao. El cultivo de frutas podría hacerse un negocio provechoso : en la actualidad se dedica muy poca atención al cultivo de naranjas, plátanos, cacao, limón, lima y coco. No hay más que un establecimiento manufacturero en la isla, el cual es propiedad de un americano emprendedor que ha concebido y está llevando á cabo proyectos en cuya realización serán utilizadas valiosas maderas del país. La República cuenta con maravillosas fuentes de riqueza, inexploradas todavía; su suelo es prolífico y sus minas de carbón, zinc, cobre y sal yacen en espera de capital americano.

El elemento comercial es partidario de un tratado de reciprocidad con los Estados Unidos, pero esto es imposible para este Gobierno, pues los derechos de importación constituyen la mayor parte de sus ingresos, y no se impone contribución sobre bienes inmuebles. Los derechos de importación serán aumentados pronto en 25 por ciento, y el importe de este aumento constituirá un fondo de reserva en caso de que se lleve á cabo un empréstito. Este empréstito se destinará á la recogida del papel moneda y á establecer en el país la circulación monetaria sobre la base de oro. Después que se haya llevado á cabo la recogida del papel moneda, todos los contratos públicos del Gobierno y contratos privados de los comerciantes se celebrarán sobre la base del "dollar" americano, que será en lo futuro la medida del valor y el único medio de cambio.

La exportación de Haití en los tres meses transcurridos de octubre 1º de 1896 á enero 1º de 1897, es como sigue, según el Banque Nationale d'Haiti :

Puertos Haitianos.	Café.	Cacao.	Palo campeche.
	<i>Libras.</i>	<i>Libras.</i>	<i>Libras.</i>
Port au Prince	5, 224, 331	124, 283	500, 000
Cap Haitien	6, 522, 134	63, 053	2, 448, 600
Saint Marc	322, 728	.....	3, 855, 000
Gonaives	3, 189, 409	5, 767	7, 409, 450
Port de Paix	426, 598	3, 461	3, 844, 000
Petit Goave	2, 494, 558	.....	.....
Miragoane	494, 499	.....	1, 643, 450
Jeremie	2, 115, 822	554, 722	200, 000
Aquin	855, 661	.....	756, 000
Aux Cayes	4, 701, 550	.....	1, 046, 000
Jacmel	6, 989, 903	.....	110, 000
Totales	33, 337, 243	751, 286	21, 902, 500

Además, durante este período Haití exportó de sus varios puertos 47,639 libras de algodón, 3,975 pies de caoba, 42,637 libras de cueros de las cuales 25,491 libras se exportaron por el puerto de Port au Prince; 10,910 libras de guayacán, 2,960 libras de cobre, 5,583,400 libras de raíz de palo de Campeche, de las cuales 5,553,400 libras se exportaron de Port au Prince; 9,355 libras y sesenta paquetes de piel de cabra, que fueron exportados de Cap Haitien casi en su totalidad; 10,870 libras de cáscara de naranja, 2,660 libras de palo de guayacán, 210 galones de miel de abeja, 321 galones de ron y 1,259 libras de cera. El café es el principal artículo de exportación.

Basando nuestros cálculos en la exportación de los cuatro primeros meses de la cosecha, resulta que la cosecha de 1896-97 fué de 67,000,000 de libras; pero como la recolección empezó tarde y la cosecha parecía ser muy abundante, se calcula que excedió de 70,000,000 de libras. El total de la exportación de café en años recientes fué como sigue:

1895-96.....	47, 643, 451
1894-95.....	75, 371, 865
1893-94.....	58, 426, 100
1892-93.....	70, 829, 779
1891-92.....	67, 831, 893
1890-91.....	56, 692, 039
1889-90.....	78, 213, 445

NICARAGUA.

LEY SOBRE EXPLOSIVOS.

Las siguientes disposiciones referentes á explosivos en Nicaragua serán de interés general en relación á la cuestión palpitante del canal, y de interés particular para los que se proponen explotar la industria minera del país.

Según la sección 5ª, ningún particular puede tener en su poder mas de 2 libras de pólvora, 5 libras de plomo, 500 cápsulas y 200 cartuchos, aun cuando guarde estos artículos en diferentes lugares; pero los propietarios de dos ó mas plantaciones ó empresas pueden guardar en cada una de ellas las cantidades arriba especificadas.

Según la sección 6ª, los que infrinjan la anterior disposición y los comerciantes que no cumplan con las órdenes dadas en la sección 2ª de la ley, serán perseguidos y castigados como contrabandistas.

Según la sección 7ª, los mineros ú otros industriales que hayan de conservar para sus trabajos más pólvora de la que se permite por el párrafo 6º, deben obtener autorización especial del Ministerio de Hacienda, la cual será concedida ó negada según los méritos de la información en cada caso.

CONTRATO CON LA "PACIFIC MAIL STEAMSHIP COMPANY."

El Cónsul inglés en Granada comunica á la Oficina de Relaciones Exteriores de la Gran Bretaña, con fecha 25 de marzo, que el Gobierno de Nicaragua ha renovado el contrato con la Compañía de Vapores "Pacific Mail Steamship Company," para el servicio de correos, flete y pasajeros con los puertos de Corinto y San Juan del Sur. Por virtud de este arreglo, los referidos puertos se comunicarán directamente con Nueva York tres veces al mes, en lugar de dos, como hasta ahora.

URUGUAY.

EXPORTACIÓN DE CEREALES.

El Cónsul de los Estados Unidos, Mr. SWALM, informa al Departamento de Estado de la exportación de trigo, harina y maíz del Uruguay, en los años siguientes:

Año.	Trigo.	Harina.	Maíz.
1893.....	\$169, 377	\$433, 027	\$23, 277
1894.....	1, 382, 808	964, 372	882, 808
1895.....	2, 077, 761	681, 744	797, 761
1896.....	161, 112	733, 282	866, 869
1897.....	392, 637	612, 356	34, 565

Además de estas cantidades, se exportaron durante los mismos años productos del trigo por valor de \$300,000. Dice el Cónsul, Mr. SWALM, que en circunstancias normales, Uruguay puede ser considerada como nación competidora con los Estados Unidos, respecto de los productos arriba mencionados, en los mercados del Brasil y aun de Europa. Cada año se dedican nuevas tierras al cultivo de estos productos. Según el Cónsul la exportación total de cereales durante los cuatro años que comenzaron en 1894,

fué de \$10.902.823, mientras que en los cuatro años precedentes fué de \$2.246.855, acusando una diferencia en favor del primer período mencionado de \$8.655.968.

DEMANDA DE PIZARRAS PARA TECHOS.

El Cónsul, Mr. SWALM, también comunica la siguiente información sobre el aumento en la demanda de pizarra para techos, en el Uruguay, pues los arquitectos modernos han encontrado que pueden construir con este material, techos más baratos y mejores. Las pizarras que se usan son las de menor tamaño, 9 x 13 pulgadas. Cuesta \$20 el mil, pero á esta cantidad hay que agregar los derechos de \$11.55 por mil. Las pizarras redondas se valúan á \$21.80 el mil, pero los derechos son los mismos. El precio al por menor, como se usa en los presupuestos de los carpinteros, es de \$34 á \$36 el mil, además de lo que se cobra por su colocación. No se usa ninguna de las pizarras de tamaño de 10 x 20 ó 12 x 12, pues las de tamaño menor dán resultado satisfactorio. Los valores que aquí se dán están representados en pesos uruguayos (1 peso es igual á \$1.0352 en moneda de los Estados Unidos).

Las pizarras que vienen de Inglaterra pagan un flete á bordo de lanchas de \$3.50 por tonelada, con las averías ordinarias por cuenta del dueño. La demanda de pizarras aumentará, pero las casas americanas que quieran vender en este mercado deberán establecer un almacén y conservarlo bien surtido de aquel artículo, incluyendo los efectos de ferretería necesarios. La pizarra americana de mejor calidad puede encontrar aquí un mercado que será reducido al principio, es verdad, pero que se ensanchará con el tiempo, pues la pizarra es el material para techo que se usará en lo futuro. Pero no debe olvidarse que el surtido debe ser abundante siempre, de modo que en todo caso pueda atenderse debidamente á los pedidos. La no observancia de este método ha sido ruinoso en muchos otros ramos del comercio, no sólo para los intereses americanos, sino también para los ingleses, que persistieron en querer saber más que los residentes acerca de las costumbres comerciales del país, y prefirieron la simple exhibición de muestras que todavía permanecen expuestas. Los italianos y los alemanes se han aprovechado de los consejos dados en informes consulares, y han obtenidos provechosos resultados.

CULTIVO DEL ALGODÓN EN LA AMÉRICA DEL SUR.

Un representante de la conocida firma de GRACE & Co., de Nueva York, la que tiene importantes y crecientes intereses en la costa occidental de la América del Sur, ha regresado recientemente á los Estados Unidos y comunica que los agricultores de Chile y el Perú están dedicando atención especial al cultivo del algodón. En relación con este progreso agrícola, existe el propósito evidente de fomentar importantes intereses manufactureros.

El Gobierno de Chile ha dado el primer paso en este sentido, suprimiendo hasta el año 1902 los derechos sobre toda clase de maquinaria para la fabricación de tejidos, como se ha mencionado ya en un número anterior del BOLETIN MENSUAL. Consecuente á esta exención de derechos, una gran cantidad de maquinaria americana, propia para aquel trabajo, ha sido embarcada para Chile. Para alentar el cultivo y manufactura de algodón, así como otras industrias, se ha abierto recientemente en Lima una exposición permanente para la exhibición de toda clase de maquinaria, y según noticias recibidas, los fabricantes de los Estados Unidos, de la Gran Bretaña, y del continente europeo, se están aprovechando de esta oportunidad para vender su maquinaria.

La próxima terminación del ferrocarril transiberiano y el desarrollo de los remotos países orientales, inaugurarán en breve una nueva era para el comercio y la industria en aquella parte del mundo; y no es improbable que el impulso dado al cultivo y á las manufacturas de algodón en la América del Sur se deba á los halagüeños prospectos de este comercio oriental.

COMERCIO DE HARINA CON SUD AMÉRICA.

En la reunión de la Liga de Molineros (Millers' League) que tuvo lugar recientemente en Indianapolis, se discutió largamente la cuestión de conservar y extender el comercio de harina de los Estados Unidos con México, Centro y Sud América.

La discusión versó en lo general sobre que los fabricantes de harina, al igual que otros fabricantes de los Estados Unidos, debían

dirigir sus esfuerzos á la consecución de nuevos mercados. Muchos de los grandes molineros ya han establecido con los países latino-americanos relaciones comerciales, las cuales en su mayor parte han resultado ser muy satisfactorias, y los pagos, aunque verificados con lentitud, han sido seguros. La gran dificultad para lograr mayor desarrollo en este ramo se debe á la falta de facilidades bancarias americanas en aquellos países. Se dijo allí que un molinero de San Luis había logrado desarrollar un gran comercio con Centro y Sud América, y se indicó cuán provechoso sería formar una combinación de molineros que trabajasen de común acuerdo, pues ella podría conseguir con los bancos arreglos que á un hombre solo no le sería dable obtener.

Uno de los que llevó la palabra se expresó en estos términos: “Mi casa ha hecho algunos negocios con Costa Rica y Yucatán directamente; el gran tropiezo en el negocio consiste en la dificultad de hacer los cobros, á causa de la falta de facilidades bancarias á propósito. Los comerciantes son honrados, pero muy remisos para pagar, y después de haber esperado largo tiempo para hacerlo, probablemente envían un giro á sesenta días contra alguna casa de Nueva York.”

Este informe expresa las ideas de la mayor parte de los comerciantes de los Estados Unidos, que han tratado de establecer relaciones de comercio estables y seguras con los países que quedan al sur; el obstáculo principal con que han tropezado desde el principio, tanto los comerciantes como los fabricantes, es la dificultad de conseguir facilidades bancarias á propósito. Además de esto, lo escaso de las comunicaciones por vapor, es asunto que salta á la vista.

LA FIBRA DEL RAMIÉ.

EXPERIMENTOS HECHOS EN LIMOGES, FRANCIA.

Mr. THOMAS BARRACLOUGH, de Londres, leyó hace poco un trabajo, en el Institute Imperial, sobre el cultivo del ramié y sus manufacturas. El trabajo fué preparado y leído bajo los auspicios de la “Sociedad de Artes,” y se ha publicado textualmente en el periódico de la misma.

Resulta que, accediendo á la invitación de Mr. BARRACLOUGH, se reunieron en Limoges, Francia, el 27 de julio de 1897, varios caballeros interesados en el cultivo, preparación, y manufacturas del ramié, con el propósito de inspeccionar los trabajos experimentales de la máquina descortezadora "Faure." El ramié que se usó en este experimento fué cultivado en la finca de Mr. FAURE, en las cercanías de Limoges, y el experimento tuvo por principal objeto determinar si el trabajo de la descortezadora era tan satisfactorio como la decortezación á la mano que se practica en China.

Después de una extensa discusión sobre los varios puntos que se presentaron, se tomó por unanimidad el siguiente acuerdo, que firmaron todos los presentes:

LIMOGES, *julio 27 de 1897.*

Los que subscriben, presentes á los experimentos hechos por Mr. FAURE con su nueva máquina de descortezar ramié, tienen el placer de declarar que han quedado completamente satisfechos de los resultados obtenidos. Su opinión es que la decorticación de ramié hecha por medio de la máquina "Faure" es igual á la que se hace á mano, y expresan su opinión de que el problema de la decorticación mecánica del ramié ha quedado resuelto de modo absolutamente satisfactorio.

Uno de los caballeros presentes, Mr. BLUNTSCHLI, administrador de un sindicato que tiene grandes plantaciones de ramié en Sumatra, manifestó que él había empleado la máquina descortezadora de Faure con éxito completo, y que estaba convencido de que la fibra por aquella obtenida era igual á la que se obtiene por medio de la decorticación á mano en los países orientales.

El BOLETÍN MENSUAL ha llamado la atención, de cuando en cuando, no sólo hácia los variados usos á que puede aplicarse esta valiosa fibra, sino también hacia la adaptabilidad de los países de la América del Sur, América Central, México y parte de los Estados Unidos, al cultivo de aquella planta. También se ha hecho referencia al hecho de que la gran dificultad de descortezar y desgomar la fibra ha sido vencida por medio de varias invenciones mecánicas. Parece que lo único que queda por conseguir en el desarrollo de esta importante industria, es la asociación de productores y fabricantes en mayor escala.

COMERCIO MISCELÁNEO.

REPÚBLICA ARGENTINA.

**Proyecto de Ferrocarriles
Subterráneos Eléctricos
en Buenos Aires.**

Mr. JAMES G. KELLY ha solicitado del ayuntamiento de Buenos Aires una concesión para construir dos ferrocarriles subterráneos eléctricos en aquella ciudad. Los túneles habrán de ser revestidos con una capa de argamasa de suficiente espesor para que pueda resistir la presión de la tierra, sirviendo al mismo tiempo de sustancia impermeable; la ventilación tendrá lugar por medio de aberturas en la vía ó en las aceras. Los trabajos habrán de empezar dentro de nueve meses después de la aprobación de los planos, y el camino deberá estar listo para el servicio público dentro de los tres años subsiguientes. El máximo del precio del pasaje no deberá exceder de quince centavos, ni deberá exceder de cinco centavos el precio de conducción de cada paquete. El seis por ciento del total de ingresos corresponderá al municipio. Las dos líneas, con la planta y material rodante, pasarán a ser propiedad del municipio, libres de toda carga ó compensación, transcurrido que sea el término de noventa y nueve años.

Importación de Instrumentos de Agricultura.

El Vicecónsul británico en Rosario dice que durante el período de las buenas cosechas de 1889 á 1894, encontraron fácil salida en los mercados del país 135,000 toneladas de alambre de cercas, 100,000 arados, 680,000 rejas de arado, 2,262 sembradoras, 27,680 segadoras (incluyendo descabezadoras y agavilladoras), 2,600 trilladoras y 7,000 aventadoras para granos, además de muchas toneladas de instrumentos de agricultura de menor importancia. Desde la crisis y quebranto de las cosechas, la demanda ha decrecido considerablemente. Dice el Vicecónsul que la Gran Bretaña ocupa el primer lugar, y los Estados Unidos el segundo, en la importación de esta clase de máquinas en la Argentina.

Cultivo de Arroz en Tucumán.

En Tucumán, la provincia azucarera de la Argentina, muchos agricultores se han dedicado al cultivo del arroz, para el cual son favorables el clima y el suelo de aquella provincia. De 1895 á 1896 la tierra plantada de arroz aumentó de 100 á 264 hectáreas. Ésta es una área muy pequeña, pero la ganancia es significativa. En terrenos de regadío, la producción es de 2,500 kilos por hectárea, y de 1,500 en terrenos secos. El cultivo de este grano ha aumentado por razón de la crisis en la industria azucarera.

BRASIL.

Arrendamiento de los Ferrocarriles de los Estados.

La Oficina de Relaciones Exteriores de la Gran Bretaña ha recibido informes oficiales en los que se anuncia que el Ferrocarril Central de Pernambuco ha sido arrendado por cierto número de años á un sindicato representado por el Señor DON ANTONIO FERREIRA. Con la celebración de este contrato, todos los ferrocarriles de los Estados del Brasil, con excepción del Central, el de Bahía, Sur de Pernambuco, y el de Paulo Affonso, dejarán de estar bajo la dirección del Gobierno. Algunas de las líneas arriba enumeradas han venido operando hasta ahora con gran provecho para el Estado.

Depósitos de Mineral de Manganese.

En los cuatro últimos años, el mineral de manganese del Brasil ha venido siendo un artículo de exportación. Este mineral procede del distrito de Miguel Burnier, en el Estado de Minas Geraes, y está á una distancia de 310 millas de Río. El tiempo que se tarda en el trasporte del minerel es de ocho á diez días. Las minas están situadas á una altura de 4,000 pjes en un clima agradable y salubre y la mayor parte de los braceros que se emplean son italianos y nativos; hay además algunos españoles y portugueses. En 1897 el total del mineral extraído, que ascendió á 8,800 toneladas fué exportado á Filadelfia, pero en años anteriores, este artículo se exportó á Inglaterra. De un análisis del mineral resulta que contiene 54.7 por ciento de manganese metálico, 0.027 por ciento de ácido sulfuroso, y 0.077 de ácido fosfórico.

Navegación por los Tributarios del Amazonas.

Como indicativo del rápido desarrollo del comercio y de la navegación por los afluentes del Amazonas, consignamos el hecho de que un vapor en su paso por el río Purus, que es uno de los principales tributarios, encontró, recientemente, en su viaje de regreso al Amazonas, no menos de diecisiete vapores.

CHILE.

Tratado de Comercio con Alemania.

Se está negociando un tratado de comercio entre Chile y Alemania. Antes de 1895 existía un tratado de comercio entre estos dos países, el cual se celebró en 1862, pero quedó sin efecto en 1895, y el rápido aumento del comercio entre ambos países ha hecho necesaria su renovación en términos más amplios. En 1880 Alemania importó de Chile mercancías por valor de \$607,500, y en 1896 la importación alcanzó á \$8,655,750. De esta importación casi la mitad consistía, por orden de importancia, en nitratos, suela, cueros crudos, oro y cobre. La exportación de Alemania á Chile consiste principalmente en tejidos y artículos de hierro. En 1894 y 1896 la exportación fué como sigue: géneros de lana, por valor de \$895,500; géneros de algodón, \$1,556,500; artículos ordinario de hierro, \$475,220; artículos finos del mismo metal, \$840,000, y azúcar, \$413,000.

HONDURAS.

Estado del Comercio.

En el informe de 30 de abril de 1898, dirigido por el Cónsul de los Estados Unidos en Utila, Mr. JOHNSTON, al Departamento de Estado, y publicado en los "Consular Reports," impresos el 21 de mayo, se dice lo siguiente: "En la primera parte del mes la exportación de plátanos y cocos fué como de costumbre, pero durante los últimos diez días el comercio ha disminuido á causa de la guerra con España. Los buques con bandera americana permanecen en Nueva Orleans y los únicos que hacen el tráfico son los que llevan la bandera noruega. El resultado ha sido la baja en los precios, y á menos que se empleen más barcos, gran parte de las frutas se pudrirán en los árboles con gran pérdida para los plantadores. Esto afectará naturalmente la importación que casi en su totalidad procede de los Estados

Unidos. Si hubiera una línea regular de vapores correos entre Nueva Orleans, Uvilla y Cuba, ello sería de gran beneficio para el comercio en estos lugares.”

GUATEMALA.

Reducción de los Derechos de Exportación sobre el Café. Según noticia de carácter oficial, se ha promulgado un decreto del Ejecutivo reduciendo los derechos de exportación sobre el café, á \$1, ó sean unos 36 centavos oro, por quintal. Este decreto empezará á regir el 1º de julio del corriente año.

Dícese que el mismo decreto dispone que la exportación de todos los productos naturales ó manufacturados de Guatemala, con excepción del café, quede libre de derechos á contar desde aquella fecha, y que si la baja en el precio del café continúa el Ejecutivo podrá, en cualquier tiempo, suprimir los derechos sobre este producto.

HAITÍ.

Derechos de los Ciudadanos de los Estados Unidos. Ha llegado á nuestro conocimiento que el Gobierno de Haití, por un decreto ejecutivo recientemente expedido, concede á los ciudadanos de los Estados Unidos residentes en Haití, los mismos derechos y privilegios de que gozan los naturales en asuntos de comercio y de trabajo. El decreto se refiere especialmente á las licencias comerciales y al comercio al por menor.

PARAGUAY.

Introducción de Molinos de Viento Americanos. La industria principal y las más remunerativas del Paraguay es la de cría de ganado, pero á causa de la falta de agua en los potreros, hay que llevar el ganado por muchas millas de distancia á beber agua, lo cual es un obstáculo para el desarrollo de dicha industria. El Cónsul de los Estados Unidos en Asunción, Mr. RUFFINI, indica la necesidad que existe allí de buenos molinos de viento de fabricación americana, que podrían montar los criadores para sacar el agua, subsanando así el gran inconveniente que existe para el desarrollo de la industria pecuaria.

PERÚ.

Establecimiento de una Fábrica de Fósforos y una Fundición en el Callao. Se ha establecido en el Callao una compañía con un capital de \$40,000 par fabricar fósforos de cerilla y de seguridad. Como la industria está en sus comienzos, aquel producto es todavía inferior á los fósforos importados del extranjero. Se ha concedido permiso para el establecimiento de una fundición en las afueras de la ciudad, y se están llevando á cabo obras de drenaje y acueductos, á un costo de \$300,000. Durante el año de 1897 los ingresos de aduana ascendieron á \$2,100,000.

ESTADOS UNIDOS.

Exportación de Maquinaria para Elaboración de Azúcar. La exportación de maquinaria para la elaboración de azúcar, que tuvo lugar de los Estados Unidos á la América del Sur en el mes de abril, es la mayor que se ha conocido desde hace tiempo. El “Exportador Americano” dice que la Argentina,

Colombia y Salvador han sido los principales mercados en donde se ha vendido aquella clase de maquinaria, de la cual han importado por valor de \$50,000. La Argentina compró unas dos terceras partes de este importe, y el resto se vendió en Honda, Colombia, y en Acajutla, Salvador. Dícese que esta maquinaria se importa exclusivamente para su empleo en grandes ingenios azucareros, y no para trapiches ó pequeños molinos movidos por fuerza animal.

Consumo de Café.

Según el "Mexican Financier," México encuentra y deberá encontrar siempre en los Estados Unidos el más extenso mercado para la venta de su café. El pueblo de los Estados Unidos es el mayor consumidor de café, y es ésta una planta que no puede cultivarse dentro de los actuales límites de este país. Las estadísticas comerciales del año fiscal, que terminó en 30 de junio último, contienen en detalle las importaciones de café. La importación total de café en los Estados Unidos, durante los doce meses que terminaron el 30 de junio de 1897, fué de 737,645,670 libras, ó unas diez libras por cabeza, según la actual estadística de la población. El café comprado por los Estados Unidos fué importado de muchos países; esta importación procedió de los continentes de América, Africa, Asia y Australasia. Los principales países, por orden de importancia, que importan su café en los Estados Unidos fueron:

Libras.	Valor en oro.	Valor en oro.
Brasil	542, 857, 265	\$52, 792, 937
Venezuela	58, 913, 154	8, 300, 672
México	28, 833, 870	4, 591, 909
Colombia	20, 939, 528	2, 834, 631
Costa Rica	19, 300, 381	2, 800, 652
Guatemala	11, 569, 772	1, 744, 411
Indias holandesas	11, 001, 036	2, 075, 157
Haití	7, 299, 778	946, 700
Salvador	7, 147, 369	1, 072, 480
Aden	5, 118, 386	859, 602

Estos son los principales países de donde se surtió de café el mercado americano, que consumió por valor de \$81,544,000, oro.

VENEZUELA.

Proyecto de Línea de Vapores. El representante de un Sindicato de los Estados Unidos está actualmente en Venezuela haciendo investigaciones sobre la conveniencia de establecer una nueva línea de vapores que haga el servicio entre la ciudad de Nueva York y los puertos de Venezuela, tocando en algunas de las Antillas. Dicho representante ha contratado ya, según un informe reciente, 2,000 toneladas de flete mensuales, que han sido garantizadas. La ruta que se proyecta comprenderá las islas de St. Thomas, San Kitts, Guadalupe, Martinica, la Barbada y Trinidad. Esta empresa se propone también la comunicación por vapor en el río Orinoco. Los intereses de los Estados Unidos en Venezuela se están desenvolviendo en diversas direcciones al presente; se ha

establecido en Caracas, una compañía titulada "Building and Loan Company," y la mayor parte del capital vendrá de la república del norte.

Concesión á un Sindicato
Inglés.

El Gobierno venezolano ha concedido á un sindicato inglés una vasta extensión de tierra conocida con el nombre de Territorio del Amazonas de Venezuela (Venezuelan Amazon Territory). La concesión comprende casi el monopolio de la navegación del río Orinoco, la explotación de la goma elástica, y un vasto proyecto de emigración. Se dice, por conducto fidedigno, que esta compañía está tratando de obtener de los gobiernos de Colombia y del Brasil una concesión análoga de los territorios del Amazonas pertenecientes á cada una de estas naciones, y que lindan con la frontera de Venezuela. El país es muy rico y la comunicación entre el Orinoco y el Amazonas se efectúa por medio de canales ó ríos. Dos comisiones han visitado el país en nombre de este sindicato; una bajo la dirección del Profesor BOROLIUS, de la Universidad de Upsala, y la otra bajo la del Mayor S. PATERSON de Argyll y Sutherland Highlanders.

Contribución sobre la sal.

El Gobierno de Venezuela, que tiene el monopolio de la sal, ha aumentado recientemente la contribución sobre este artículo en 14 céntimos por kilo. Esto probablemente dará por resultado un aumento en los ingresos de 2,000,000 de francos, pues el promedio de consumo es de 12,600,000 kilos por año.

Oportunidades para los
Negocios.

El "Venezuelan Herald," en uno de sus últimos números, dice que se presentan buenas oportunidades, en Caracas, en los siguientes ramos del comercio, para los americanos que cuenten con un pequeño capital y gran actividad: carnicerías, pastelerías, fabricación de queso y mantequilla, cría de aves, talleres de pintura, y tapicería.

BOLETIM MENSAL

DA

SECRETARIA DAS REPUBLICAS AMERICANAS,

UNIÃO INTERNACIONAL DAS REPUBLICAS AMERICANAS.

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A SECRETARIA DAS REPUBLICAS AMERICANAS.

BREVE DESCRIÇÃO DE SUA ORIGEM, CHARACTER E SEUS PROPOSITOS.*

A idea da formação de uma secretaria ou agencia internacional na qual estivessem representadas as Republicas do continente occidental, foi suggerida aos delegados acreditados á Conferencia Internacional Americana que se reuniu em Washington em 1890-91, pela Conferencia que teve lugar em Bruxellas em Maio de 1888, que adoptou o plano de uma união internacional para a publicação de tarifas de alfandega, etc. A Secretaria da União Postal Universal, sob a direcção do Governo de Suissa, foi citada pela commissão da Conferencia Internacional Americana, a qual submetteu o plano original para a Secretaria Americana, como exemplo da economia e praticabilidade de tal empreza.

No dia 29 de Março de 1890, a Conferencia Internacional Americana, com o voto unanime dos delegados dos dez e oito paizes representados nella, a saber: A Republica Argentina, Bolivia, Brazil, Chile, Colombia, Costa Rica, Equador, Guatemala, Haiti, Honduras, Mexico, Nicaragua, Paraguay, Peru,

* Impresso tambem em forma de folheto para ser distribuido na Exposição Transmississippiana de Omaha.

Salvador, Estados Unidos, Uruguay, e Venezuela, dispoz que se estabelecesse uma associação que se conhecesse com o nome de “A União Internacional das Republicas Americanas, para a prompta compilação e distribuição de dados sobre o commercio,” a qual seria representada na Capital dos Estados Unidos por uma Secretaria com o titulo de “A Secretaria das Republicas Americanas.” Esta Secretaria, que podemos chamar órgão dos governos independentes do Novo Mundo, foi posta sob a vigilancia do Secretario de Estado dos Estados Unidos, determinando-se em dez annos o periodo de sua duração, prorogaveis indefinidamente por periodos de dez annos, caso de que as nações que nella formam parte o considerassem vantajoso.

Na primeira sessão do Congresso 51º dos Estados Unidos, o dito corpo, por um decreto sob o titulo de “Acto pelo qual se destinam fundos para a manutenção do serviço diplomatico e consular, etc.,” aprovado no dia 14 de Julho de 1890, autorisou o Presidente para pôr em pratica as recommendações da Conferencia, em quanto o julgasse conveniente, e votou a quantia de \$36,000 para a organização e o estabelecimento da Secretaria, somma que os delegados reunidos na Conferencia tinham disposto não devia ser excedida, e que tinha de ser adiantada annualmente pelos Estados Unidos, repartindo-se entre as demais republicas em quotas proporcionadas a sua população.

No dia 26 de Agosto de 1890, o Sr. WILLIAM E. CURTIS foi nomeado Director e encarregado de organizar a Secretaria. Pouco tempo foi necessario para que mostrasse quão sabio tinha sido o procedimento da Conferencia por cujas recommendações se tinha creado a dita Secretaria. A Secretaria conquistou immediatamente a estima do publico pelo cuidado e a habilidade manifestados no desempenho de suas importantes funções de compilar, reunir e disseminar informações relativas as fontes de riqueza, o desenvolvimento e as oppportunidades commerciaes que offereciam as republicas hispano-americanas, ao mesmo tempo que apresentava a ellas as vantagens que offerecem os mercados dos Estados Unidos.

A conferencia tinha definido os propositos da Secretaria, que eram preparar e publicar boletins acerca do commercio e as fontes de riqueza das Republicas Americanas e subministrar informações de interesse para os fabricantes, commerciantes e embarca-

dores, cujos dados deviam estar sempre á disposição daquelles que desejarem obter informações acerca dos regulamentos e das tarifas de alfândega, do commercio e da navegação daquelles paizes.

O pessoal de empregados escolhidos pelo Sr. CURTIS estava composto de traductores competentes nas linguas hespanhola e portugueza, amanuenses, tachygraphos, etc., a cujo cargo estava uma obra nada facil por certo. Ao começar os trabalhos, tornou-se necessario formar ao redor de um pequeno nucleo, uma bibliotheca de publicações estatisticas e officiaes dos governos que contribuiam a um fim commum, bibliotheca que é hoje unica de seu genero em muitos respeitoes. Está formada de obras officiaes e de character geral referentes ás republicas americanas, muitas de cujas obras foram contribuidas gratuitamente por ditos governos. Recebem-se nella as principaes publicações diarias e periodicas da America latina, as quaes se guardam e têm sido de utilidade para o Corpo Diplomatico e para outros que tem solicitado informações acerca dos paizes do sul. Não ha outro lugar onde, em forma tão concreta, se podem conseguir identicas informações, e nem ha outra collecção que offereça as mesmas facilidades para o estudo dos diversos costumes da America hespanhola, sua sociedade, sua historia e seu commercio. O numero de publicações existente na bibliotheca da Secretaria é como segue:

Encadernados em tela, 1,542; em papel ou folhetos, 2,318; publicações periodicas, 140; diarias, 65, o que faz um total de 4,065 publicações, cujo numero se augmenta constantemente pela compra e pela contribuição.

O principal trabalho da Secretaria durante os oito annos de sua existencia, tem sido a compilação de manuaes e directorios commerciaes que se tem publicado e que continuam a ser publicados periodicamente, nos quaes estão representados todos os paizes que contribuem a sua manutenção e as distinctas colonias do velho mundo no hemisphero occidental. Estas obras contêm informações geraes e especiaes da natureza das que solicitam os commerciantes, os fabricantes, e os embarcadores dos continentes americanos. As ditas publicações têm sido preparadas com as informações que se têm recebido de fontes officiaes e authenticas, sem occupar-se das de igual natureza que já se tenham feito, e sua preparação tem custado muito trabalho, estudo, correspondencia, e

gastos. Este ultimo tem sido sempre um serio inconveniente contra o qual têm tido de lutar os directores da Secretaria. Todos têm comprehendido a magnitude do campo que se abria á Secretaria desde seu estabelecimento, e faz-lhes honra, que com os escassos recursos a sua disposição têm feito tanto para ensinar aos povos dos paizes que formam a União Internacional quaes são suas riquezas e sua capacidade commercial, como se augmenta o commercio e como se fazem mais abertas as relações fraternaes que existem entre elles.

Quando a Secretaria começou esta lisonjeira tarefa, era geral a ignorancia que existia a respeito das condições politicas, commerciaes e sociaes de todas as nações que hoje têm-se unido para seu bem estar commum, emquanto que publicações em inglez, consideradas como fidedignas, em um grande numero de casos resultavam estar completamente erradas em suas apreciações acerca dos paizes da America Central e do Sul. O cuidado com que se preparam os boletins da Secretaria, e o facto de que estes estão submettidos antes de publical-os ao exame e correcção dos agentes diplomaticos ou empregados dos governos dos paizes sobre os quaes versam, lhes dão o character de fidedignos, verdadeiros e authenticos. Prova abundante de que se reconhecem estas qualidades é o facto de que tanto os boletins como as outras publicações feitas pela Secretaria, têm sido causa de que se tenha corrigido o texto de encyclopedias populares, geographias e outros livros de escola referentes aos paizes da America latina.

Desde o estabelecimento da Secretaria, a procura de suas publicações foi grande, sendo superior ao numero de exemplares publicados com os fundos limitados á disposição da Secretaria. O primeiro Director teve de fazer frente a isto, que affectava a esphera de utilidade da Secretaria, pois milhares de pessoas, com o direito de obter as informações, encontravam-se impossibilitadas de adquiril-os. Desde que se estabeleceu a Secretaria até Outubro de 1893, as publicações foram distribuidas gratis e as edições que dellas se faziam de cincoenta mil ou menos exemplares, estavam restringidas necessariamente ao uso de algumas bibliothecas publicas, organizações commerciaes e pessoas interessadas de modo directo no commercio dos paizes de que aquellas tratavam. Os pedidos dos boletins nos Estados Unidos sómente, alcançaram

durante o primeiro anno da existencia da Secretaria, trinta e oito mil e os das outras republicas alcançaram mais ou menos igual numero.

Durante o segundo anno, a procura das ditas publicações chegou a adquirir taes proporções, foram tão numerosos os pedidos dos membros do Congresso para seus constituintes, que na primeira sessão do Congresso 52º se ordenou a publicação de edições especiaes dos principaes boletins para ser distribuidas entre os senadores e os representantes. Não foram menos os pedidos feitos pelas escolas publicas dos Estados Unidos, cuja attenção especial tinha sido dirigida ao estudo das questões da America hespanhola com a reunião da Conferencia Internacional Americana: comtudo, era impossivel, bem como infortunado, que mais de 11,000 bibliothecas publicas dos Estados Unidos, sem contar com as das republicas irmãs, e os 120,000,000 de habitantes das dez e nove republicas da União não pudéram gozar de uma distribuição justa das publicações da Secretaria.

Fazer frente a esta procura e aos pedidos cada dia crescentes daquelles em beneficio dos quaes se tinha estabelecido a Secretaria, era uma questão difficil de resolver e que se tinha apresentado muito cedo ao estudo da junta directora da Secretaria. O segundo director, o Sr. CLINTON FURBISH, que entrou a desempenhar suas funcções no dia 18 de Maio de 1893, e continuou nellas até o dia 29 de Março de 1897, publicou em Outubro de 1893, uma circular explicativa dos factos mencionados e na qual annunciava que dahi em diante se cobraria um preço muito pequeno para todas as publicações, com o objecto de conseguir assim que sua distribuição fôra imparcial. Esta medida que ao principio se creiou que daria em resultado uma diminuição no numero de pedidos, provou em poucos mezes que a Secretaria tinha-se feito mais necessaria aos elementos commerciaes dos differentes paizes interessados nella, do que antes se tinha crido. Os pedidos de informações e publicações augmentaram cada vez mais, e ha razões de esperar uma boa renda para augmentar o escopo da Secretaria, proveniente desta fonte.

Durante a administração do Sr. FURBISH, de conformidade com as recommendações feitas pela Conferencia Internacional Americana, começou-se a publicar o BOLETIM MENSAL, com o

objecto de conseguir e publicar informações acerca das varias industrias das diferentes republicas e a possibilidade das vantagens no seu desenvolvimento. O primeiro destes boletins foi publicado em Outubro de 1893, sob o titulo "O café na America;" o segundo sahio á luz em Novembro, com o nome de "Carvão e Petroleo em Colombia." A publicação está hoje no quinto volume. O tamanho crescente desta obra é a melhor prova do exito que tem alcançado entre aquelles para cujo beneficio foi estabelecida a Secretaria.

Durante o anno de 1896, os representantes dos paizes que compõem a "União Internacional das Republicas Americanas," deram um passo da maior importancia. Com o objecto de pôr em pratica os propositos evidentes dos organisadores deste movimento, se enviou um convite aos representantes acreditados das nações que formam a União, para que reunissem com o Secretario de Estado dos Estados Unidos, com o objecto de estudar o plano que no futuro seguiriam os trabalhos da Secretaria, assim como tambem de ampliar sua esphera de acção. A reunião verificou-se na Secretaria de Estado em Washington, no dia 1º de Abril de 1896, estando representadas todas as nações independentes da União, excepto a Republica Argentina, Bolivia, Paraguay, Santo Domingo e Haiti. Foi o mais notavel das discussões que tiveram lugar, o interesse que todos mostraram pelos trabalhos da Secretaria e seu desejo de augmentar sua utilidade. Nomeou-se uma commissão composta de cinco membros para que informasse acerca do melhor meio de pôr em pratica as ideas dos representantes. Formaram a dita commissão, os SRS. DON MATÍAS ROMERO, Enviado Extraordinario e Ministro Plenipotenciario do Mexico; SALVADOR DE MENDONÇA, E. E. e M. P. do Brazil; JOSÉ ANDRADE, E. E. e M. P. de Venezuela; ANTONIO LAZO ARRIAGA, E. E. e M. P. de Guatemala; JOAQUIM BERNARDO CALVO, Encarregado de Negocios interino (logo nomeado Ministro Residente) de Costa Rica.

Depois de um extenso estudo das materias que lhes foram submettidas, a Commissão apresentou seu relatorio final no dia 4 de Junho de 1896, o qual foi adoptado pelos representantes como base de governo para os interesses da União. Dizia o relatorio que o proposito da Conferencia Internacional Americana foi

estabelecer uma repartição de character absolutamente internacional; que em virtude deste proposito era de desejar que os cidadãos dos diversos paizes que formam a União fossem igualmente elegiveis em concurso e previa exame, para todos os postos da Secretaria; que o interesse commum seria servido si se estendesse o escopo dos trabalhos da Secretaria fazendo-a o órgão da União, não sómente com o objecto de compilar e disseminar informações commerciaes, mas tambem para o de tratar de todo assumpto relativo á vida economica e crescimento dos paizes da União; que esta ampliação da esphera de acção da Secretaria necessita de augmento de gastos ainda que é de desejar-se que as obrigações dos governos não excedam os limites do orçamento original; que com a inserção de annuncios nas publicações da Secretaria se poderia fazer face, provavelmente, a novos gastos; dadas estas considerações, o relatorio recommendou que se dêsse autorisação ao Director da Secretaria para proceder immediatamente ao que fôr necessario para a inserção de annuncios nas publicações e propoz um plano para a reorganisação da Secretaria, no qual se davam certos regulamentos das exames dos pretendentes ou empregados, e creava-se uma Commissão Executiva permanente, composta de cinco dos representantes das nações americanas que formam a União.

Destes, quatro serão chamados por turno para servir *ex officio* na Commissão, seguindo para sua eleição a ordem alphabetica dos nomes de suas respectivas nações, n'uma das quatro linguas da União que se tenha escolhido previamente por sorte, n'uma reunião dos representantes, sendo sempre o Secretario de Estado membro *ex officio* da Commissão. Ao fim do primeiro anno o primeiro membro da Commissão será substituido pelo que occupava o quinto lugar na lista alphabetica, o segundo pelo sexto ao fim do segundo anno, e assim successivamente em rotação de anno em anno. A Commissão Executiva celebrará uma sessão ordinaria na primeira segunda-feira de cada mez e reunir-se-ha em sessão extraordinaria quando o determinar o Secretario de Estado e quando o exigir, uma maioria de seus membros poderá convocar uma reunião de todos os representantes da União. A Commissão Executiva funcionará como junta de vigilancia da administração da Secretaria, e tres de seus membros, seja pessoalmente ou por

meio de agentes designados por elles formarão parte do tribunal de exames para os candidatos a postos na Secretaria; também examinará as contas da Secretaria.

O Director tem de apresentar um relatorio aos governos que formam a União tão prompto como seja possivel depois do primeiro de Julho de cada anno, dando conta dos trabalhos da Secretaria durante o anno transcorrido. Este relatorio, além de apresentar conta detalhada das rendas e despesas durante o anno a que se refere, indicará as quotas que devem pagar os respectivos paizes que formam a União, e conterá um orçamento de receitas e despesas para o anno seguinte. Pediu-se a cada um dos governos que enviassem uma collecção de suas leis, e publicações relativas a sua geographia, industrias, commercio e recursos em geral. As publicações da Secretaria, seja na forma de boletins mensaes, ou de manuaes, ou monographias, deverão referir de um modo especial a assumptos commerciaes, taes como direitos de alfandega, meios de transporte, orçamentos, estatisticas e qualquer outra materia referente ao commercio e ás industrias em geral das nações que compõem a União, e além disto, informações geographicas, descobrimentos, explorações e qualquer assumpto que servir para augmentar o conhecimento das condições economicas e os recursos de cada paiz.

O primeiro numero do BOLETIM MENSAL que se publicou depois de ter começado a solicitar annuncios, foi o correspondente ao mez de Novembro de 1896, o qual continha trinta e nove annuncios de casas de commercio notaveis. O numero de Janeiro continha quarenta e sete annuncios, e desde então cresceu tão rapidamente o numero dos que annunciavam na dita publicação que para o mez de Novembro de 1896, tinha cento quarenta e uma paginas entre texto e annuncios e para o mez de Abril de 1898, contava trescentas vinte e quatro paginas das quaes cento vinte e nove continham annuncios de casas dos Estados Unidos. Até o primeiro de Março de 1898, se solicitaram annuncios em commissão e desde então se suspendeu este costume.

É sorprendente a quantidade de informações especiaes que em sua correspondencia diaria se vê obrigada a Secretaria a contestar. O numero de perguntas relativas a assumptos commerciaes que se lhe dirigiram durante os quatro primeiros mezes de sua existencia

alcançou setecentas; hoje pode calcular-se igual numero em um termo igual de semanas. Estes pedidos de informações, vêm, naturalmente, de commerciantes, fabricantes e homens de negocio dos Estados Unidos, que desejam augmentar seu commercio com as Republicas do Sul, e é neste respeito que a Secretaria é particularmente util aos fabricantes ou exportadores do interior e das cidades pequenas dos Estados Unidos. Os que solicitam informações são em geral fabricantes de materiaes para estradas de ferro, de machinas e instrumentos para a agricultura e a mineração, carros, moveis, papel, ferragens, artigos de couro, joalheria, drogas e chimmicos, e também fabricantes de outros productos que desejam saber si nos paizes do sul haverá procura para elles ou si se adoptam ao uso daquelles mercados.

A Secretaria contesta sempre que possa fazel-o e em referencia ao caso especial, dando os conselhos e subministrando as informações relativas ao clima e ás condições do mercado que procura o solicitante para que este possa adaptar seus productos ás circumstancias, e em muitos casos se o põe em communicação com pessoas que o ajudam a introduzir e vender suas mercadorias. Mas os que solicitam informações não estão limitados a este continente, nem aos commerciantes e aos fabricantes. Da Europa assim como dos Estados Unidos, chegam centenas de cartas perguntando acerca do clima, do solo, das leis, as minas, os salarios, os methodos agricolas, os impostos, as condições sociaes, etc., das republicas americanas. O immenso trabalho necessario para contestar a todas estas perguntas que abrangem tão largo campo e que requerem tanto tempo, investigação e correspondencia com o objecto de obter as informações necessarias, pesava fortemente sobre o reduzido pessoal da Secretaria, de modo que em Setembro de 1897 se creou uma repartição de informações com o objecto de contestar com a menor demora possivel e com tanta certeza e tão extensamente como se pudesse, os muitos pedidos de dados especiaes referentes ás republicas latino-americanas que diariamente se recebiam na Secretaria. Esta repartição está a cargo do Sr. HENRY L. BRYAN, que foi o primeiro secretario da Secretaria desde Fevereiro de 1891 até 20 de Março de 1893.

Entre as recommendações feitas pela Conferencia Internacional Americana, havia uma advogando a publicação de uma nomen-

clatura dos artigos de mercadorias que se importam e exportam. O trabalho de preparar este catalogo de termos commerciaes foi concluido em 1897. A obra completa consta de tres volumes em inglez, hespanhol e portuguez com os equivalentes correspondentes em cada um destes idiomas, segundo o caso. Esta obra é o fructo de sete annos de trabalho. São incalculaveis as vantagens que serão derivadas pelos exportadores e importadores pela publicação desta obra. Muitos dos termos que nella se encontram não apparecem em nenhum dictionario hespanhol ou portuguez, particularmente no que se refere a machinas e suas partes componentes, á invenções e apparatus electricos que o genio moderno produz em abundancia. O Ministerio da Fazenda dos Estados Unidos, em Janeiro de 1898, adoptou a Nomenclatura Commercial como obra de texto para o uso de todas as alfandegas de sua dependencia, e espera-se que muitas si não todas as outras nações interessadas no plano da Secretaria tambem a adoptem.

O trabalho mais importante que se effeituou em 1897 foi a preparação do Directorio Commercial das Republicas Americanas, começado durante a administração do finado Director JOSEPH P. SMITH, cuja morte subita teve de lamentar a Secretaria ao começo do anno de 1898, menos de doze mezes depois de sua nomeação. Pouco depois de ter entrado o Sr. SMITH a desempenhar seu cargo como Director (29 de Março de 1898), ficou convencido de que um dos meios mais efficazes para estreitar as relações dos fabricantes e dos commerciantes dos varios paizes, dando alento deste modo ao desenvolvimento da industria e do commercio, era pôr a seu alcance uma fonte fidedigna de informações, dos nomes das casas que se occupam em ramos especiaes do commercio ou da industria, acompanhados das ultimas informações que se pudessem conseguir referentes ás fontes de riqueza, o commercio, as manufacturas, usos commerciaes, leis de propriedade industrial e litteraria, licenças commerciaes, tarifas de alfandega, regulamentos de passaportes, leis de minas, etc., das republicas americanas e das colonias das Antilhas e da America Central e do Sul, com as quaes estão tão intimamente ligados por laços commerciaes.

Os homens de negocio dos Estados Unidos tiveram de reconhecer que uma obra deste genero era uma das mais urgentes necessidades para o augmento do commercio com os paizes latino-

americanos. A empreza foi grande e causou grandes gastos de dinheiro e se empregou muito tempo. Levou-se a cabo com o maior cuidado para que a dita publicação se reconhecesse por toda a parte como autoridade em sua classe. O primeiro volume foi publicado oito mezes depois de começado o trabalho e dentro de pouco sahirá á luz o segundo. O primeiro exemplar do volume primeiro do Directorio Commercial, publicado pela Secretaria em Novembro de 1897, foi apresentado formalmente ao Presidente McKINLEY, pelo Secretario SHERMAN, em representação da Comissão Executiva da Secretaria das Republicas Americanas, acompanhado de outros membros da dita commissão.

Ao pôr a obra nas mãos do Presidente, o Secretario disse que nunca tinha sido compilada e publicada uma obra igual. A Secretaria tem recebido de todos os membros do Gabinete dos Estados Unidos e dos Presidentes e membros dos gabinetes de todos os paizes interessados na União, assim como tambem das principaes juntas de commercio, cartas que recommendam esta grande obra. Muitas das casas de commercio mais notaveis dos Estados Unidos têm elogiado a dita publicação, considerando-a como que vêm para supprir da maneira mais completa uma necessidade que se fazia sentir desde ha muito tempo, e que dá uma idea do juizo maduro e do espirito adiantado do finado Director.

Á morte do Sr. SMITH, o Secretario de Estado deu instrucções ao Sr. FREDERIC EMORY, chefe da Repartição de Commercio Estrangeiro do Ministerio de Estado, para que se encarregasse da Secretaria em capacidade de Director interino, e no dia 28 de Fevereiro de 1898, por resolução da Comissão Executiva, foi nomeado Director provisoriamente. O Sr. EMORY continuou o trabalho onde o tinha deixado seu predecessor e se occupa em proseguir os interesses geraes da União Internacional, seguindo o mesmo plano tão habilmente concebido pelo Sr. SMITH. O Sr. EMORY desempenhou o cargo de secretario da Secretaria desde Março de 1893 até 17 de Abril de 1894, data em que foi nomeado chefe da Repartição de Commercio Estrangeiro (que era então a Repartição de Estatisticas), cujos trabalhos são semelhantes aos que desempenha hoje como Director desta Secretaria. Não foi até 21 de Maio de 1898 que se nomeou o successor do Sr. EMORY como secretario da Secretaria, cargo que tinha ficado vago. Nessa data

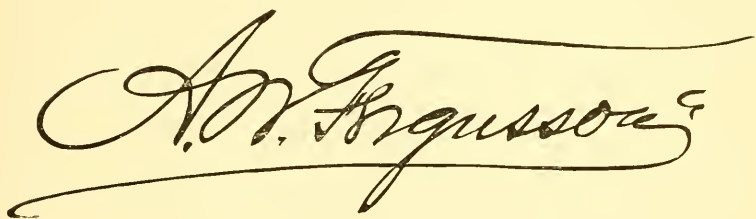
se designou para desempenhar as funções de secretario, o Dr. HORACIO GUZMAN, por authorisação especial da Comissão Executiva.

Um dos maiores obstaculos contra o desenvolvimento do commercio entre os Estados Unidos e seus vizinhos do Sul e das Antilhas que existia antes do estabelecimento da Secretaria, era a ignorancia por parte dos commerciantes e fabricantes daquelle paiz, das necessidades especiaes dos mercados que desejavam dominar. A maneira de fazer desaparecer este obstaculo, abrir aquelles mercados ás mercadorias dos Estados Unidos, de modo de fazer que o commercio de todas dependa de umas e outras entre si, tem sido objecto de muito serio estudo. Aqui foi que a Secretaria veio para soccorrer o commerciante e o fabricante, mostrando a sabedoria da Conferencia que a tinha estabelecido.

Algumas pessoas declaravam que todos os planos da Conferencia Internacional Americana eram chimericos e consideravam seus resultados, a Secretaria, como um projecto extravagante e inutil. Contudo, a importancia desta Secretaria como grande factor na economia social e commercial de todo o continente occidental, já foi mostrada por maneira clara e pratica. Hoje não é uma theoria. Tem sido reconhecida pelo Congresso dos Estados Unidos que no corrente anno tem dado prova do que aprecia seus trabalhos e sua utilidade, votando um orçamento por uma grande somma para cobrir o deficit proveniente dos gastos feitos em compilar, classificar e publicar a grande quantidade de dados que se tem dado ao publico sob o nome de Directorio Commercial das Republicas Americanas, e tambem approvando, sem um só voto em contrario, o orçamento para a manutenção da Secretaria durante o proximo anno fiscal.

As principaes sociedades mercantis dos Estados Unidos e dos outros paizes que formam a União, têm reconhecido tambem a utilidade da Secretaria, como o evidencia o immenso numero de annuncios de casas notaveis que encerra em suas paginas o *BOLETIM MENSAL*. Que a Secretaria tem estimulado boas relações de amizade, augmentado o commercio e desenvolvido interesses commerciaes de importancia, já tem sido provado sem duvida, pelo menos com o augmento das communicações postaes entre os Estados Unidos e os paizes latino-americanos que tem tido

lugar durante os ultimos oito annos. O resultado não podia ser mais natural: a Secretaria que põe o productor em communicação directa com o consumidor, deve ter immenso valor no mundo commercial e só necessita dos meios necessarios para mostrar sua utilidade e sua capacidade de satisfazer uma necessidade reconhecida.

A large, elegant handwritten signature in dark ink, reading "A. Argusson". The signature features a prominent, sweeping flourish that extends from the end of the name across the top of the block.

REUNIÃO DA COMMISSÃO EXECUTIVA.

APPROVAÇÃO DOS ACTOS DO DIRECTOR PROVISORIO— NOMEAÇÃO DE SECRETARIO DA SECRETARIA.

A Commissão Executiva da União Internacional das Republicas Americanas reuniu-se sabbado, 21 de Maio, ás 11 da manhã, na sala diplomatica da Secretaria de Estado. Estavam presentes o Secretario de Estado, o Honrado WILLIAM R. DAY, Presidente; o Senhor MATÍAS ROMERO, Ministro do Mexico; o Senhor JOSÉ ANDRADE, Ministro de Venezuela; o Senhor ANTONIO DEL VISO, Encarregado de Negocios da Republica Argentina, e o Senhor FREDERIC EMORY, Director da Secretaria das Republicas Americanas. Um relatorio do Director, no qual se deu conta dos trabalhos da Secretaria desde a data da nomeação do Director, foi lido e approvedo.

O Director disse que tinha recebido cartas de varios pontos approvando o methodo seguido pela Secretaria, e que entre estas cartas figuram algumas escriptas por pessoas ou casas que antes estavam oppostas aos procedimentos da Secretaria. Houve uma troca geral de impressões entre os membros da Commissão a respeito de detalhes da Secretaria e se expressou satisfação pelos resultados obtidos da nova administração da Secretaria que começou no dia 28 de Fevereiro. A Commissão adoptou com unanimidade uma resolução autorizando ao Director para nomear um

secretario, pendente da definitiva reorganisação da Secretaria. Levantou-se a sessão depois de ter tomado o accordo, de que a Commissão se reunirá em fins de Junho, no dia que mais tarde será designado, para tratar do futuro da Secretaria.

No seu relatorio o Director disse que tinha solicitado a cooperação da Associação Nacional de Fabricantes, do Museu Commercial de Philadelphia, da Junta de Commercio de New York, e de outros importantes associações, para formar tão completa como fôr possível, a lista de fabricantes e exportadores, interessados especialmente no commercio latino-americano, a qual se estava preparando para o segundo volume do Directorio Commercial. Tambem disse que tinha recebido daquellas apoio valioso, o qual dava a esperança de que os resultados desejados seriam obtidos.

Accrescentou que a maior parte do segundo volume do Directorio está em prensa e que se espera que o dito volume esteja prompto para sua entrega no dia 15 de Junho. Como se encontrou que o preço original dos dous volumes (\$5) não era sufficiente para cobrir os gastos, foi augmentado a \$10 por toda a obra. Isto não tem encontrado até o presente nenhuma objecção e expressou-se satisfeito de que sobre estas bases se poderia vender um numero de exemplares do Directorio sufficiente para cobrir os gastos, sem que a Secretaria tenha de solicitar subscrições em commissão.

Diz-se tambem no relatorio que a mudança no modo de conduzir os negocios da Secretaria, abandonando a pratica de solicitar annuncios em commissão para o BOLETIM MENSAL, longe de fazer diminuir as rendas da Secretaria, dará em resultado, provavelmente, o objecto que no principio a Commissão Executiva se propoz, que, segundo o Director entendia, consiste em obter rendas applicaveis ao gradual desenvolvimento da esphera de acção da Secretaria. Tambem se fez saber á Commissão que se tinham emittido circulares solicitando subscrições para o BOLETIM MENSAL; que estas circulares tinham sido dirigidas a fabricantes e importadores dos Estados Unidos, e que as respostas recebidas indicavam que se obteria um grande numero de subscrições.

Fazendo uso da authorisação dada pela Commissão Executiva, o Dr. HORACIO GUZMÁN, principal traductor hespanhol, foi nomeado secretario da Secretaria, pendente sua reorganisação. A Secretaria tem estado sem secretario desde que o Sr. FREDERIC

EMORY, que é agora Director provisorio da Secretaria, dou sua demissão no dia 17 de Abril de 1894. Os interesses da Secretaria necessitavam da provisão deste officio, em harmonia com a intenção primitiva da Conferencia Internacional Americana. O novo secretario, Dr. GUZMAN, é latino-americano e pode conversar em hespanhol com a maioria dos representantes da União, e tratar com elles sobre qualquer negocio com conhecimento especial das instituições e os methodos de seus respectivos paizes.

O Dr. GUZMÁN é natural da cidade de Granada, Nicaragua, e filho do General FERNANDO GUZMÁN, que foi Presidente daquella Republica de 1867 a 1871. Recebeu sua educação na França e nos Estados Unidos e tem residido neste paiz, com a excepção de curtos intervallos por uns dez e sete annos. Durante nove annos representou Nicaragua em Washington, como Enviado Extraordinario e Ministro Plenipotenciario; foi membro da Conferencia Internacional Americana, e foi nomeado traductor hespanhol da Secretaria das Republicas Americanas em Junho de 1897, depois de ter prestado exame em concurso.

O Sr. ARTHUR W. FERGUSON, membro do corpo de traductores da Secretaria, foi nomeado pela commissão Executiva no dia 28 de Fevereiro, para occupar o lugar deixado vago pelo Dr. GUZMÁN.

RELAÇÕES COMMERCIAES NA AMERICA.—XII.*

RIQUEZAS INTERIORES DA COSTA OCCIDENTAL DA AMERICA MERIDIONAL.

No BOLETIM MENSAL do mez de Dezembro de 1897, discutiu-se o desenvolvimento da costa occidental da America Meridional, principalmente a respeito de suas relações com os Estados-Unidos. Agora nos propomos tratar succintamente da riqueza do interior d'aquelles paizes do continente meridional que confinam com o oceano Pacifico, com excepção da Colombia, á qual se referia o artigo desta serie que se publicou no BOLETIM do mez de Maio.

Os paizes, pois, do littoral occidental, ou que são vizinhos a elle, são a Bolivia, o Chile, o Equador e o Perú, collocados por

*O primeiro artigo desta serie, escripto pelo defunto Sr. JOSEPH P. SMITH, foi publicado no BOLETIM MENSAL do mez de Julho de 1897. Continuar-se-ha a serie por varios collaboradores segundo o plano seguido pelo Sr. SMITH.

ordem alphabetica. A Bolivia é a Republica mais elevada do novo mundo, e seus altissimas planuras, rodeadas de picos ainda mais altos, acham-se cobertas de vegetação e offerecem uma morada ao homem a uma altitude maior do que qualquer outra terra do mundo.

A sua área estima-se em 567,360 milhas quadradas inglezas, com uma população de 2,000,000 habitantes, pouco mais ou menos. Si se considera que só uma quarta parte desta população se compõe de gente branca, facilmente se comprehende que as grandes riquezas naturaes deste antigo dominio dos Incas jazem maninhas e pela maior parte não desenvolvidas. Ha poucas industrias, e ainda a agricultura, primeira occupação do homem, é muito atrasada. Os cereaes, as batatas, o feijão, etc., produzem-se sómente em quantidade sufficiente para corresponder á procura domestica. Exporta-se o café para a Republica Argentina e o Chile; e ainda que o sólo é muito proprio para a cultura da canna de assucar, importa-se do Perú mais deste artigo do que se fabrica no paiz, onde a canna geralmente se cultiva para a distillação. A borracha, a coca e a quina são productos que figuram entre os mais importantes. A cultura da borracha tem agora mais importancia do que a das mais outras, e tem chegado a ser uma industria consideravel. O Governo da Bolivia fomenta-a por meio de concessões liberaes, e diversas companhias se têm formado nos Estados-Unidos para se occupar da extracção e exportação da borracha boliviana.

A Bolivia é a morada favorita do guanaco, o qual é empregado universalmente como animal de carga, e cuja carne, quando o animal é ainda pequeno, é muito apreciada como alimento. O guanaco e a lhama são conhecidos como os camelos do novo mundo. A lhama, a alpaca e a vicunha fornecem lãs de qualidades variadas. Imensos rebanhos destes animaes percorrem a superficie abrupta do paiz. A chinchilla fornece uma rica pelle, que é um artigo de commercio muito importante.

A riqueza mineral de Bolivia é tão bem conhecida que não necessita de commentarios aqui. Cria-se numero prodigioso de bois, carneros, bestas, etc. Estes animaes exportam-se para os paizes vizinhos, porem a industria é susceptivel de muito maior desenvolvimento.

Em razão de sua situação isolada e a falta d'um porto de mar desde a guerra entre o Perú e o Chile, o commercio exterior da Bolivia passa por Arica, Mollendo, Antofagasta e os portos fluviaes do Porto Suarez e de Villa Bella. Os principaes artigos de importação são: Prata, borracha, cobre, lã, couros e pelles, ouro, café, coco, e quina.

Não ha repartição de estatistica na Bolivia, e por isso é summamente difficil, se não impossivel, obter noticias commerciaes fidedignas; porem pôde-se dizer que o commercio dos Estados-Unidos com a Bolivia, pelo que respeita aos artigos de importação, não é nada, e que quasi nãda são os de exportação. Póde-se dizer que a Allemanha domina o commercio de importação da Bolivia, porque os commerciantes allemães forão bastante providentes para estabelecer alli casas filiaes, as quaes são todas administradas por subditos do Imperador Allemão que habitão no paiz e fallam bem a lingua hespanhola, requisito sem o qual o estrangeiro não pôde esperar ter bom exito.

Onde a população india predomina tanto e as suas necessidades são tão poucas, não se pôde aguardar nenhum grande augmento do commercio de exportação até que as communicações rapidas e o contacto com o mundo exterior tenha creado necessidades que agora são absolutamente desconhecidas. Um kindergarten commercial acarrearía o fim desejado, visto que a illustração óptica é mais productiva de resultados do que todas as circulares do mundo, especialmente n'um paiz onde a maior parte dos habitantes não sabem lêr.

Bolivia tem falta de vias de communicacão, aquellas grandes promotoras do commercio e da industria. Isto é devido em grande parte á sua configuração natural. Ha uma estrada de ferro que liga o porto chileno de Antofagasta á fronteira boliviana em Ascotán, d'onde se prolonga até Uyuni, na Bolivia.

Um ramal desta estrada vai a Huanchaca e a Oruro, sendo o comprimento total de perto de 500 milhas. Têm-se outorgado concessões para outras linhas, das quaes se faz actualmente os reconocimentos. Uma linha tem de ligar La Paz, a capital, á fronteira do Perú; outra partirá do rio Paraguay, na parte oriental da Bolivia, prolongando-se até Santa Cruz; ainda outra tem de ligar Oruro e Cochabamba, e uma quarta fornecerá um caminho de

aço entre Chollapata e Potosí. Faz-se agora o reconhecimento de uma linha que deve ligar a Bolívia á Republica Argentina. Construem-se novas estradas de rodagem, e pontes suspensas começam a atravessar os maiores rios. Em 1897 era de 2,980 milhas o comprimento total das linhas telegraphicas, as quaes se estendião até a Republica Argentina a La Paz e até o oceano Pacifico a Oruro, com diversos enlaces no interior.

O campo que offerece a Bolívia aos moradores das povoações coguladas dos centros de população do mundo apresenta muitos attractivos. Abunda de materias primas para muitas industrias; possúe florestas que nunca têm resoado com o golpe do machado; tem milhares de leguas quadradas de terrenos férteis e de planicies dilatadissimas que só aguardão a enxada e o arado do prudente agricultor para recompensar abundantemente o seu trabalho; debaixo de sua superficie jazem immensos thesouros, que enriquecerão a aquelle que os tirar para a luz do dia.

PEDRO DE VALDIVIA, que capitaneou a segunda expedição hespanhola contra o Chile, comparou o paiz a uma folha de espada por causa de seu grande comprimento e de sua grande estreiteza. Este simile é muito justo, visto que a Republica tem 2,270 milhas de comprimento e de 40 a 200 milhas de largura. Sua área é de 293,970 milhas quadradas. Mas ainda que é muito estreita, a maior parte de seu soló é d'uma fertilidade prodigiosa, não sendo sua população de nenhuma maneira excessivamente densa, já que, segundo o recenseamento de 1895, era de 2,712,145, sendo assim a densidade da população de 9.2 habitantes por milha quadrada.

É mais provavel que naquelle anno a população excedesse, e agora indubitavelmente excede a 3,200,000 habitantes, a maior parte dos quaes são energicos e amigos do progresso. Deste numero um milhão e meio occupam-se de agricultura, produzindo perto de 28,500,000 fangas de trigo, e 9,000,000 fangas de outros cereaes, alem de legumes, fructas, etc. Os habitantes, ainda que são pouco numerosos, são afamados pelos progressos industriaes que têm conseguido. Diz-se, e ha bôa autoridade para esta asserção, que mais de 500,000 cabeças de gado vacuum e 2,000,000 carneiros, cabras, etc., se criam no paiz cada anno. É grande a producção de cobre, prata, ouro, carvão de pedra, manganez, etc. Os depositos de nitrato que pertencem ao Chile cobrem uma área de 220,356 acres,

calculando-se que contem a dita área 2,316 milhões quintaes metricos do nitrato do commercio. Estima-se o rendimento total destes depositos em 1,092,000 toneladas. Têm-se empregado cabe-daes inglezes em grande escala nesta industria.

Póde o leitor formar uma idea do desenvolvimento industrial do paiz pelo facto que em 1895, no Departamento de Valparaiso, cuja população não ascendia a 200,000, havia 417 estabelecimentos industriaes, que durante o anno empregarão materias primas cujo valor era de 20,057,573 pesos, empregando 12,616 operarios, com 162 machinas a vapor, as quaes tinham uma força total de 1,766 cavallos. Entre estes estabelecimentos figuravão fabricas de gaz e de cerveja, refinarias de assucar, fabricas de carruagens e carros, engenhos de serrar, fabricas de aguas mineraes e arejadas, etc. Os cortumes, como póde suppôr-se, formão um ramo florescente da industria manufactureira.

Dos paizes da America Meridional, o Chile foi o primeiro que construiu estradas de ferro, e o Governo sempre tem promovido, por meio de subvenções liberaes e de leis sabias, o augmento de sua viação ferrea.

No principio do anno de 1896, era o comprimento total das linhas de estradas de ferro na Republica de 2,080 milhas. Deste comprimento possuia o Estado e tinha em trafego 838 milhas. Corporações particulares possuiam e tinham em trafego 1,242 milhas, pertencentes a quinze linhas. O Governo então possuia 331 milhas em construcção e em estudos. A linha principal é a Central, pertencente ao Estado, e composta de tres divisões, indo a primeira de Valparaiso a Santiago e d'ali a Melipilla, a segunda de Santiago a Talca, de S. Fernando a Alcones, e de Pelequen a Peumo; a terceira de Talca a Talcahuano, de S. Rosendo a Traquen, de Santa Fe a Los Angeles e de Robleria a Victoria, sendo a distancia total de 766 milhas. Têm-se recommçado os trabalhos da Estrada de Ferro transandina, que deve ligar Santa Rosa a Mendoza, trabalhos que ficavão suspensos desde um tempo consideravel, e serão proseguídos com actividade por um syndicado inglez. Quando tiverem sido concluidas as 46 milhas desta linha que ainda estam em construcção, haverá-se forjado o derradeiro elo da cadeia que deve ligar o oceano Atlantico ao Pacifico—Buenos-Aires na margem d'aquelle a Valparaiso na margem d'este. Assegura-se que os comboios de grande velocidade percorrerão em

vinte-nove horas a distancia de 622 milhas que ha entre estes dous portos. Ha 25,000 milhas de caminhos publicos e 2,875 de vias fluviaes.

No fim de 1895, era de 6,965 milhas o comprimento das linhas telegraphicas estadoaes, com 8,330 milhas de fios.

Compunha-se a marinha mercante do Chile em 1896 de 188 navios mercantes, cuja lotação era de 105,642 toneladas. Destes navios quarenta e dous erão vapores. Linhas de vapores inglezas, allemãs e francezas fazem viagens regulares entre as costas do Chile e da Europa, passando pelo estreito de Magalhães, e se mantêm communicações directas e constantes por linhas de vapores chilenas e estrangeiras ao longo da costa até Panamá, enlaçando alli com vapores que se dirigem aos portos dos oceanos Atlantico e Pacifico, aos portos dos Estados-Unidos que se acham situados na margem do golfo do Mexico, e aos da Europa.

O Chile importa a maior parte das fazendas manufacturadas que emprega; o Governo porem offerece incentivos para o estabelecimento de novas industrias, e deseja muito promover as industrias manufactureiras. Pouco tempo ha o Congresso nacional authorisou o dispendio de \$500,000 para promover empresas manufactureiras de ferro e aço, havendo-se demonstrado que se encontra ferro d'uma qualidade superior no paiz.

Nunca pôde a Republica ter a esperanza de estabelecer um grande commercio de exportação com os Estados-Unidos, visto que os principaes artigos que exporta são trigo, cobre, prata, nitrato, manganez e iodo, sendo os ultimos tres os unicos dos artigos enumerados que não produzem os Estados-Unidos.

Este ultimo paiz, porem, pôde augmentar grandemente o seu commercio de exportação com o Chile se os seus commerciantes consignarem suas mercadorias a casas antigas e respeitaveis em Valparaiso, Santiago e em outra parte, pois estes esmerar-se-hão em vendê-las vantajosamente. Emfim, pôde-se dizer que a riqueza do Chile consiste no desenvolvimento de seus magnificos dons naturaes. Visto que sua escassa população é falta de forças para desempenhar a tarefa sem ajuda, é claro que os estrangeiros que buscarem alli acharão.

A Republica do Equador, em cuja superficie abruptamente ondeada cahem verticalmente os raios do sol: onde, em razão de sua conformação physica, reina uma confusão dos elementos e da vege-

tação—confundindo-se o verão com o inverno, e a epoca das sementeiras com a das colheitas—é essencialmente um paiz agrícola. Os autores que a têm visitado ponderão a pobreza da linguagem para descrever a riqueza e a magnificencia da vegetação d'aquella parte do continente americano.

Só em florestas possui o Equador thesouros quasi incalculaveis. A costa produz cacao, café, tabaco, marfim vegetal, toda a sorte de fructas tropicaes, etc. Nas partes povoadas do interior produzem-se trigo, cevada, centeio, milho, canna de assucar, etc. Achão-se aqui sete especies diversas de quina, muitas variedades de palmeira, páu Brazil, páu santo, ebano, cedro e outras arvores que fornecem madeiras de construcção; tambem copal, sangue de dragão, estoraque, e diversas especies de plantas indigenas que fornecem materias de tinturaria; abundão as plantas fibrosas, e o pinheiro cujas folhas são parecidas com parafusos (*Carludovica palmata*) que dá a materia para os chapéos que são conhecidos em todo o mundo pela denominação de chapéos de Panamá.

O paiz tambem é riquissimo em mineraes; abundão ouro, prata, azougue e outros metaes; a industria mineira ainda está pouco desenvolvida. Limitão-se as industrias manufactureiras principalmente a engenhos de assucar, moinhos de trigo, machinas de serrar, fabricas de algodão, cortumes e fabricas de distillação. Fabrica-se chocolate em grande quantidade, e chapéos de Panamá em grande numero.

Os principaes artigos de exportação são cacao, borracha, café, quina, marfim vegetal, chapéos, couro para solas, peles seccas, bambú, tamarindos, tabaco, arroz e esteiras. Quasi todos os artigos que se fabricão nos Estados-Unidos e que são adequados para uma população de 1,270,000 habitantes, dos quaes mais de dous terços são Indios, podem achar um mercado aqui. Esta população está distribuida sobre uma área de perto de 120.000 milhas quadradas, o qual demonstra que a mesma desproporção entre população e área existe aqui que em todos os demais paizes do continente meridional, e que os estrangeiros que queirão prosperar podem achar aqui occultos, num sólo que não necessita de adubos, os thesouros da natureza que não necessitão senão de ser tirados á luz pelo impulso energico do trabalho para que dêem rendimentos que seriam impossiveis em terras menos privilegiadas.

As vias de comunicação do Equador deixam muito a desejar.

N'uma grande parte do paiz não ha senão veredas que sò dão passo a um cavallo. Navegão-se os rios do interior por meio de alguns poucos vapores construidos nos Estados Unidos e no Equador, e de uma grande frota de canoas e barquinhos.

Ha um caminho de ferro—o unico que possúe a republica—que vai de Durán (de fronte de Guayaquil) até a Chimbo, sendo a distancia de 58 milhas. No fim do anno de 1897, fez o Governo do Equador um contrato com um capitalista de Nova York para a extensão desta linha até Quito, sede do Governo. É ousada e custosa a empresa, pois alturas que varião entre 8,100 e 1,200 pés acima do nivel do mar devem ser atravessadas num comprimento total de perto de 404 milhas entre o nivel da costa e Quito. A via é atravessada por tantos rios e arroios que se calcula que será necessaria a construcção de 830 pontes ao longo da linha. Calcula-se o custo da obra em \$17,530,000. Ha cinco linhas de vapores que fazem escala regularmente nos portos do Equador, como segue :

A Companhia de Navegação a Vapor do Pacifico (ingleza), e a Companhia Sul-americana de Vapores (chilena), que fazem viagens entre Valparaiso e Panamá, fazendo escala em Guayaquil; a Linha do Golfo (ingleza), que faz viagens entre o ultimo porto e Glasgow, Liverpool e Greenock; a Linha de Vapores Hamburgo-Pacifico (allema), que faz viagens entre Guayaquil e Hamburgo e Antuerpia; a Linha Pacifica (franceza), que faz viagens entre o Havre e os portos do Pacifico na America Meridional. Ha duas linhas principaes que fazem viagens irregulares: a Linha Kosmos (allema) que faz escala em Guayaquil uma vez por mez pouco mais ou menos, e a Linha dos Commerciantes, que se compõe de navios inglezes fretados pelos senhores W. R. Grace e Companhia, de Nova York, os quaes fazem viagens entre Nova York e Guayaquil. Os navios desta linha fazem escala tambem em diversos portos chilenos e peruanos.

O Perú, cuja superficie é de 463,747 milhas quadradas, tem uma população de 2,621,844 habitantes. Tres seculos ha que a menção de seu nome evoca visões de riqueza e opulencia, e estas visões, no transcurso d'uma longa serie de guerras internas e externas, vierão a ser olhadas como ficções da imaginação. Porem não são simples ficções; ainda existem naquella terra favorecida

uma riqueza e abundancia de dons naturaes que se podem converter no meio que desenvolve e promove a industria e pelo qual se conseguem as commodidades da vida.

Os productos agricolas do Perú são variados e abundantes, variando entre todos os da zona temperada e muitos dos da torrida. Os principaes são: a batata, a qual o Perú em primeiro logar deu a conhecer ao mundo; todos os cereaes, a canna de assucar, o café, o algodão, o arroz, o fumo, o cacao, uma infinidade de fructas, muitas plantas medicinaes e fibrosas e páos de tinturaria; os productos, porem, que mais avultam entre todos são o algodão, o café e o assucar. Em 1895, foi a exportação de algodão de 5,500 toneladas. A exportação annual de café é de pouco mais o menos de 1,060 toneladas. Ha 95,000 acres semeados de canna de assucar, e a producção em 1896-97 foi de 65,000 toneladas.

Como acontece em outros paizes onde o capital estrangeiro começa a procurar emprego, as industrias manufactureiras, pelo que respeita aos Estados Unidos, estão ainda na infancia; mas tambem a este respeito se conseguem rapidos progressos. Uma tarifa protectora tem estimulado, nos ultimos annos, o espirito emprehendedor dos filhos do paiz, e têm-se implantado muitas industrias importantes. A refinação do petroleo, artigo que se acha em abundancia no paiz, promette chegar a ser uma fonte de grande riqueza para a republica. Opera-se em escala bastante grande, e exporta-se kerosene para o Equador, a Bolivia e o Chile. Exporta-se lã d'alpaca na quantidade de 4,000,000 libras ao anno, sendo seu valor de perto de \$2,000,000. O Perú fabrica e exporta todos os annos productos chimicos, drogas e materias de tinturaria no valor de \$7,500,000.

Ponderar a riqueza mineral deste opulento paiz seria repetir uma historia muitas vezes narrada; póde dizer-se, porem, que ainda ha muitas regiões absolutamente intactas que darião fortunas aos que tivessem o capital sufficiente para as desenvolver. Calculava-se a producção total de prata do Perú em 1896 em 3,300.000 onças. O numero de estabelecimentos para a lavra das minas e o beneficio dos metaes que funcionavão no mesmo anno disse-se ser de 56, com um capital total de 18,781,000 soles (o sol vale actualmente perto de 41 cents), sendo peruanas quasi a metade das companhias que se occupavão d'estas industrias. Têm-se feito

ultimamente descobrimentos de ouro que confirmão tudo quanto se tem dito relativamente á riqueza da terra. Aqui, como nos demais paizes de que se trata, a falta de vias de communicação é o principal obstaculo á activa exploração das regiões metallíferas.

A marinha mercante do Perú compunha-se em 1896 de 36 navios, o porte de cada um dos quaes era superior a 50 toneladas, sendo o seu porte total de 9,953 toneladas, e de 96 navios o porte de cada um dos quaes era inferior a 50 toneladas, sendo o porte total destes ultimos de 1,246 toneladas.

Os principaes portos da republica são o Callao, Huacho, Ancon, Pacasmayo, Chola, Mollendo, Eten, Supe, Pisco, Salaverry, Payta, e Chimbote, os quaes todos têm bons cáes, ao passo que o Callao tem um estaleiro fluctuante cujo comprimento é de 300 pés.

A róta de vapores que tem mais importancia para os Estados-Unidos é a róta entre Panamá e Valparaíso, que é monopolisada juntamente pela Companhia de Navegação a Vapor do Pacifico, e a Companhia Sul-americana de Vapores, já mencionadas.

Os vapores destas linhas enlaçam em Panamá com os vapores do Pacific Mail que se dirigem a San Francisco, e em Colon, da outra banda do Isthmo, com vapores com destino a Nova-York, Nova-Orleans (numa direcção) e com os principaes portos da Europa. Ha diversas linhas de vapores mercantes que se occupão no commercio estrangeiro e de cabotagem, os quaes tocão em portos do Perú.

Não ha estradas no Perú. O Indio, o mú e a lhama fornecem a maior parte das facilidades de transporte.

O Perú gastou 36,000,000 libras esterlinas na construcção de seus caminhos de ferro, e os constructores fizeram algumas maravilhas de engenharia que forão das mais prodigiosas que tem visto o mundo.

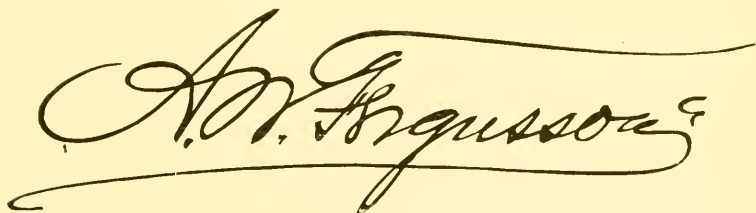
Em 1895, o comprimento total das linhas de estradas de ferro era de 924 milhas, das quaes 800 pertencem ao Estado.

Estas ultimas linhas pertencem a dez linhas, as quaes, com os depositos de guano, as minas e os terrenos estadoaes forão hypothecadas por 66 annos á Corporação Peruana, cujos membros são em grande parte capitalistas inglezes. Ha seis linhas de estradas de ferro possuidas e exploradas por companhias particulares. O Governo tem em serviço 1,491 milhas de linhas telegraphicas.

Ver-se-ha, pelo que antecede, que a natureza tem sido muito prodiga de seus dons ás quatro divisões geographicas mencionadas, e que todo o que lhes falta para tomar uma posição invejavel na grande irmandade das republicas americanas é um incremento de população e communicações melhores e mais rapidas. As indicações feitas e os algarismos citados mostram que, pelo que toca ao ultimo requisito, as capitalistas dos Estados-Unidos não têm evidenciado sua providencia e actividade proverbias.

Inutil seria fallar de novo das immensas vantagens que o canal de Nicaragua offereceria ao commercio a todo a costa occidental da America Meridional e ao littoral de Leste e do Golfo nos Estados-Unidos. Um paiz industrial deva procurar compradores do que fabrica: elles acham-se ao sul de nos-outros. As communicações rapidas as trarão a nossas portas. As noticias estatisticas são cousas seccas e os homens em geral não gostam dellas. Podem dizer os incredulos que taes noticias são viciadas pela pretendida mendacidade do interesse, mas enquanto todas as cousas humanas ficarem imperfeitas, servirá a estatistica para um objecto util; mostrará, como as palhas que vôão no ar, a direcção do vento e das correntes commerciaes, e todos os que se interessão no commercio devem, como sabios marinheiros, desfraldar suas velas e dirigir a carreira de seu navio de modo a aproveitar assim aquelle como estas.

Disse o bispo BERKELEY que o curso do imperio se tem dirigido para o occidente. A estrella do commercio olha para a Cruz do Sul.

A handwritten signature in dark ink, reading "A. Argusson". The signature is written in a cursive, flowing style with a long horizontal flourish extending to the right and a smaller flourish at the bottom left.

SENHOR SALVADOR DE MENDONÇA.

O Senhor SALVADOR DE MENDONÇA, que no dia 18 do mez passado collocou nas mãos do Presidente McKINLEY a carta que termina sua missão como Enviado Extraordinario e Ministro Plenipotenciario do Brazil juncto ao Governo dos Estados Unidos, cargo que tem desempenhado tão habilmente nos ultimos sete annos, leva consigo ao partir para Lisboa, onde vai desempenhar outra honrosa missão diplomatica, a mais cordial estima do Governo e do povo dos Estados Unidos. O "Post" de Washington, referindo-se a sua partida, expressa admiravelmente o agradecimento dos Estados Unidos para com tão distincto diplomata, pelas "amplas vistas de estadista que sempre o animaram, pelo tacto e a habilidade que sempre manifestou em sua diplomacia e, sobretudo, pela amizade invariavel que sempre mostrou para com a nossa nação."

O Senhor MENDONÇA herdou dos radicaes dos tempos da Regencia os politicos amplamente liberaes que professa, com os quaes se identificou desde sua mocidade, quando como advogado do fôro brasileiro, ajudou em estabelecer um periodico republicano no Rio de Janeiro, o primeiro do seu genero que se publicou durante o Imperio, principios pelos quaes tem continuado a advogar até hoje com enthusiasmo e tenacidade. O Imperador do Brazil, que jamais mostrou antipathia pelos republicanos doutrinarios nem aversão a envial-os para o estrangeiro em representação do paiz, escolheu, ha vinte e tres annos o Senhor MENDONÇA para que desempenhasse o cargo de Consul Geral do Brazil em New York, e desde então tem tido oportunidades excepçionaes, as quaes aproveitou com grande zelo, para fazer um estudo profundo das instituições que sempre o interessaram e para formar um conhecimento mais perfeito dos juriconsultos e estadistas cujas doutrinas aprendeu a reverenciar desde moço.

O Sr. Ministro MENDONÇA não tem sido sómente um simples observador. A amplitude das ideas politicas e a adhesão resoluta aos principios do governo popular que professa este representante da mais nova das Republicas do continente meridional, têm servido de inspiração e têm ajudado durante os ultimos sete annos, os que têm a seu cargo os assumptos de todo este continente, para adoptar medidas que têm por fim levantar seus paizes respectivos

e trabalhar pela paz e pela honra nacional. Como diz o editorial do "Post": "Desde o principio até o fim tem sido incansavel em trabalhar para tudo que tendesse a cimentar mais solidamente as relações dos Estados Unidos com sua progressiva Republica." Os serviços que prestou no arranjo de um tratado de reciprocidade com os Estados Unidos, em 1891; seus esforços energicos na Conferencia Pan-Americana, com o fim de estabelecer um tribunal internacional permanente para o arbitramento pacifico das controversias que se suscitassem, e seu apoio zeloso á Secretaria das Republicas Americanas, representante da União Internacional, é tudo de tão recente data que não ha necessidade de mencioná-lo.

Durante sua residencia nos Estados Unidos, o Sr. MENDONÇA, por seus discursos em publico, por sua collaboração nas principaes publicações do paiz, pela esplendida hospitalidade que sempre estendeu a todos, conquistou a estima das pessoas cultas. Seus artigos na "North American Review," o discurso pronunciado perante os fabricantes de Philadelphia, e o de despedida que publica hoje o BOLETIM, possuem em inglez um encanto de estylo, tanto mais notavel quanto que aquella não é sua lingua materna. Em seu lar, a sociedade artistica e litteraria de Washington achou-se sempre rodeada de refinamento e cultura, e foi alli que os representantes diplomaticos da Europa e da America, chegaram a estabelecer uma intimidade entre si, como talvez não existisse antes em Washington.

Eis o discurso do Ministro Sr. MENDONÇA e a resposta do Presidente McKINLEY.

O Ministro expressou-se nos termos seguintes:

Sr. PRESIDENTE: Tenho a honra de collocar em vossas mãos a Carta Revocatoria, pela qual o Presidente dos Estados Unidos do Brazil dá por terminada minha missão juncto ao Governo dos Estados Unidos da America.

Esperando que V. Ex^a possa concordar com a crença expressada por meu Governo de que eu haja, no cumprimento das instrucções que recebi, desempenhado os deveres de minha missão de modo agradável a vosso Governo, e addicionando á expressão dos sinceros votos do Presidente da Republica do Brazil pela vossa felicidade e pela prosperidade de vossa Republica meus votos pessoais, podia dar por concluido meu discurso official.

Mas amigos não se separam, no momento solenne em que a nação é chamada ás armas, com formulas diplomaticas sómente. Demais, minha divida de gratidão a vosso povo e Governo pelo modo por que me tendes tratado durante uma residencia de quasi um quarto de seculo, é tamanha que não posso despedir-me sem manifestar ao primeiro cidadão desta grande Republica meu apreço

cordial pela vossa benevolencia para com o observador de vossas instituições e o admirador do elevado character de vossa Nação.

Abrindo vosso territorio, desde os tempos coloniaes, como templo de refugio e assentando assim vossa nacionalidade sobre o solido fundamento da liberdade de consciencia; dotando a humanidade com os principios contidos na Declaração da Independencia; affirmando com a consolidação da União e com a abolição da escravidão que este continente ficava dahi em diante consagrado á Democracia, vosso povo postou-se na vanguarda como poderoso factor da civilização moderna. Intrepida deante do forte, magnanima para com o fraco, profundamente convencida de que a Justiça e o Direito são as pedras fundamentaes do Estado, e a equidade a verdadeira medida dos ajustes internacionaes; operosa, intelligente, respeitadora da lei e amiga da paz, vossa nação bem pode orgulhar-se das suas conquistas, e ninguém melhor do que eu teve oportunidade para convencer-se, depois de accurada observação dos homens e das leis, do vosso ininterrompido desenvolvimento e progresso.

Vi vosso paiz nos seus dias de alegria e nos de tristeza. Vi, nas festas do centenario de vossa Independencia, o mestre consummado na arte da guerra abrir o grande concurso das artes da paz, e revelar ao mundo a dupla grandeza da nação que, em dez annos, transformara as espadas e os canhões em instrumentos da industria. Vi o grande heroe quando o levaram a sepultar no coração de vossa grande metropole, no meio do lucto nacional, e testemunhei sua apothese celebrada pela voz da União inteira. Vi o Primeiro Magistrado da nação cahir ás mãos de um assassino, e vi a Republica continuar firme e serena sob o imperio da lei. Nas suas alegrias ou nas suas tristezas a nação nunca perdeu por um momento a confiança nos seus altos destinos.

Visitei as varias regiões de vosso vasto territorio; conheço os homens activos do Leste, os generosos habitantes do Oeste e os cavalheirosos Sulistas; tive a fortuna de tratar com o estadista, o homem de sciencia, o artista, o manufactureiro, o agricultor e o operario. O ideal de todos elles é a honra e a grandeza da Patria.

Cursei as trilhas modestas que conduzem a logares sagrados: Mount Vernon, onde dorme o Fundador; Hollywood, onde descansa Monroe; Oak Hill, onde Blaine reposa. Escutei á voz dos ventos que perpassam pelos ramos dos carvalhos que ensombram seus tumulos, e fiquei conhecendo o segredo de vossa grandeza. Possa ella ser exemplo e inspiração a todo o continente.

Foi minha aspiração, antes de deixar vosso paiz, sentar-me ainda uma vez ao redor da mesa em que todas as republicas americanas restabelecessem em base mais solida o accordo esboçado no tratado não ratificado de 28 de Abril de 1890, distribuindo a responsabilidade da politica de Monroe pelos signatarios do pacto, conforme é devido ao seu character soberano. Abençoado o dia que testemunhar a reunião de tal congresso, primeiro passo para a instituição de uma dieta americana, supremo tribunal dos negocios internacionaes de nosso continente.

Aonde quer meu dever para com a patria me chame, posso assegurar-vos que meu coração e minhas sympathias estaram com vosso nobre povo e com o post-estandarte da America republicana que está estendendo os postos avançados da liberdade humana até dentro das ultimas trincheiras do passado.

Sr. MINISTRO: Recordando os muitos annos de vossa efficaz e amistoza residencia official nesta capital e relembando as agradaveis ligações que travastes com os membros deste Governo no desempenho de vossa honrosa missão, só posso lamentar que vossa transferencia para outro posto ponha termo ás relações pessoaes que vós tão cordialmente entretivestes com este Governo e com o povo deste paiz; ainda que deva ao mesmo tempo felicitar-vos pela nova prova de confiança em vossa capacidade e zelo que vosso Governo vos deu designando-vos para outra missão importante.

As palavras eloquentes que me dirigistes indicam que vossa longa residencia neste paiz e as muitas occasiões que tivestes de observar e tratar com nosso povo vos dotaram de uma percepção clara, a um tempo das origens historicas e moraes de nosso systema politico e intellectual e dos elevados propositos que sempre inspiraram nossa Republica em suas relações com as outras communidades da terra, quer sejam estas nossas vizinhas ou nossas amigas longinquas; nossas cooperadoras ou nossas rivaes generaes nas trilhas da industria e commercio; quer alliadas a nós pelos laços de sangue e similaridade de formas constitucionaes ou separadas por differenças de raça e de estructura governamental. Durante quasi um quarto de seculo residistes entre nós, espectador do nosso desenvolvimento domestico e observador attento dos grandes problemas sociaes e politicos que têm tão gravemente preocupado todas as nações durante estes ultimos annos do seculo mais agitado do mundo, e aos quaes não foram alheios os Estados Unidos, posto que conservando-se firmemente na senda que a si proprios haviam traçado. Embora dolorosa a actual provação ou difficil o problema do momento, vós o vistes confrontado pela calma razão e extrema fortaleza do nosso povo, fornecendo um testemunho addicional da sabedoria daquelles que fundaram a Republica sobre as bases immutaveis da união, da justiça, do domino das paixões e da caridade para com todos.

Desejo-vos, Sr. Ministro, toda felicidade pessoal no novo campo em que ides exercer vossa util actividade. Possam as lembranças que levais da amizade e estima aqui angariadas ser igualadas por aquellas que vos esperam em outra região.

Dizendo-vos assim adeus, peço-vos de ser o portador das mais vivas e fraternaes saudações deste Governo e povo ao Brazil e seus cidadãos e da confiança que nutrimos que elles colherão por muito tempo os fructos de sua dedicação á causa do Governo do povo pelo povo, e de que as benções da paz, do progresso e da abundancia lhes estarão sempre reservadas.

Peço-vos de assegurar ao Presidente da Republica meus votos cordeaes pelo seu bem-estar.

REPUBLICA ARGENTINA.

O DESTINO DAS PRINCIPAES EXPORTAÇÕES PARA O ANNO DE
1897.

A seguinte tabella que mostra o destino dos principaes artigos que se exportaram da Republica Argentina no anno de 1897, é

extrahida da *Review of the River Plate* de 29 de Janeiro de 1898, e é compilada de estatisticas officiaes do governo:

	Reino Unido.	Estados Unidos.	França.	Allemanha.	Belgica.	Italia.
Couros de boi seccos.....	9, 515	1, 209, 929	91, 285	289, 051	210, 080	482, 820
Couros de boi salgados...	28, 476	.....	109, 318	352, 717	372, 604	29, 413
Couros de cavallo seccos.....	.....	.....	6, 828	74, 418	1, 989	.....
Couros de cavallo salgados.....	.....	.....	11, 206	68, 490	9, 855	.....
Pello de carneiro...fardos...	11, 190	1, 040	48, 075	3, 539	1, 934	4, 939
Pello.....do.....	267	851	469	642	2, 059	462
Sebo.....pipas...	5, 837	.....	8, 574	919	414	10, 747
Do.....barris...	10, 511	.....	4, 011	2, 570	1, 580	432
Do.....toneis...	1, 571	.....	11, 205	1, 375	750	3, 517
Pelles de cabra...fardos.....	.....	2, 590	1, 006	.....	2	.....
Lã.....do.....	19, 462	49, 675	188, 110	97, 977	80, 202	18, 546
Carneiros gelados.....	2, 009, 075	.....	57, 358	.....	.....	.....
Trigo.....toneladas.....	10, 802	.....	811	1, 233	14, 308	25
Milho.....do.....	69, 255	.....	44, 712	8, 271	51, 772	16, 202
Linhaça.....do.....	51, 852	.....	43, 767	6, 898	16, 655	2, 138
Farinha.....do.....	.....	.....	.....	.....	29	.....
Farelo.....do.....	289	.....	16, 811	23, 456	3, 460	583
Farelo grosso.....saccos...	5, 626	.....	150, 002	.....	.....	252
Sementes de oleo...do.....	23, 258	.....	4, 263	94, 908	9, 481	364
Sementes para passaros, saccos.....	.....	31	1, 127	.....	3, 069	.....
Feno.....fardos...	1, 512	.....	2, 419	.....	2, 061	639
Quebracho.....toneladas...	1, 160	2, 968	3, 697	38, 713	11, 942	8, 716
Tabaco.....fardos.....	.....	.....	.....	3, 815	46	.....
Manteiga.....latas...	15, 402	.....	.....	.....	.....	.....
Assucar.....toneladas...	22, 058	5, 099	.....	.....	.....	.....

	Hespanha.	Colonia do Cabo.	Brazil.	Encomendas.	Outros paizes.	Total.
Couros de boi seccos.....	206, 024	.....	.....	.....	2, 000	2, 500, 704
Couros de boi salgados...	2, 674	.....	.....	42, 662	.....	937, 864
Couros de cavallo seccos...	117	.....	.....	.....	.....	83, 352
Couros de cavallo salgados.....	.....	.....	.....	.....	.....	89, 551
Pello de carneiro...fardos...	9	.....	.....	.....	.....	70, 726
Pello.....do.....	.....	.....	.....	.....	.....	4, 750
Sebo.....pipas...	3, 779	.....	3, 802	.....	.....	34, 072
Do.....barris...	2, 345	.....	5, 441	.....	2, 345	29, 235
Do.....toneis...	3, 487	.....	6, 171	.....	289	28, 365
Pelles de cabra...fardos...	7	.....	.....	.....	.....	3, 605
Lã.....do.....	43	.....	.....	.....	.....	454, 015
Carneiros gelados.....	.....	.....	.....	.....	.....	2, 066, 433
Trigo.....toneladas...	57	12	46, 249	18, 156	2, 636	94, 289
Milho.....do.....	3, 172	9, 994	101, 068	58, 735	11, 258	374, 439
Linhaça.....do.....	14	.....	201	45, 312	1, 015	167, 852
Farinha.....do.....	.....	.....	40, 461	2	132	40, 624
Farelo.....do.....	253	242	1, 799	684	70	47, 647
Farelo grosso.....saccos...	.....	.....	.....	.....	50	155, 930
Sementes de oleo...do.....	188	.....	.....	.....	.....	132, 462
Sementes para passaros, saccos.....	.....	.....	11, 461	5, 268	.....	20, 956
Feno.....fardos...	.....	38, 035	671, 266	4, 948	12, 474	733, 354
Quebracho.....toneladas...	.....	.....	.....	55, 070	1, 260	123, 526
Tabaco.....fardos.....	.....	.....	.....	180	.....	4, 041
Manteiga.....latas...	2	.....	462	.....	.....	15, 866
Assucar.....toneladas...	.....	97	.....	13, 120	.....	40, 374

BRAZIL.

COMMERCIO DE PERNAMBUCO EM 1897.

A Secretaria de Relações Exteriores da Grã Bretanha, publicou recentemente o relatório do Vice-consul, Mr. WILLIAMS, sobre a industria e o commercio do districto consular de Pernambuco durante o anno de 1897.

Referindo-se ao projecto do ex-Governador BARBOZA LIMA, de introduzir e desenvolver o systema de engenhos centraes, ou “Usinas,” o Consul WILLIAMS diz que devido á baixa de cambio e á administração pouco judiciosa, aquella meritoria empreza não tem obtido resultados satisfactorios. Diz-se que o commercio em lençarias em Pernambuco, está, em sua maior parte, em mãos de tres casas suissas, e os portuguezes e varias casas do paiz tem o resto deste ramo do commercio. Do relatório se vê que ha em Pernambuco bom mercado para as manufacturas americanas desta classe, mas para assegurar-o, será necessario fazer esforços energicos. O prospecto geral do commercio de importação, é muito favoravel na actualidade; têm-se feito grandes encomendas na Europa, por telegrapho, e dada a escassa quantidade que existe, crê-se que esta procura continuará por um periodo de tempo indefinido.

Assucar e algodão são os principaes productos e artigos de exportação do Estado de Pernambuco. A colheita de 1896-97 foi a menor a contar desde a de 1889-90; attribue-se esta diminuição principalmente ao máo tempo, tanto em quanto á secca, como ás chuvas, que estragou grandemente a canna e o algodão durante seu periodo de crescimento.

A colheita actual (1897-98) promette ser um pouco maior, mas não chegará á importancia da producção média. Os preços que se espera que obtenham estes productos, promettem dar em resultado o melhoramento das condições financeiras. A maior parte do algodão e do assucar, será consumida no paiz; a exportação destes artigos tem diminuido cada anno.

A nova lei de cabotagem que restringe o trafico aos navios brasileiros, que começou a vigorar a 5 de Dezembro de 1896, e que infundiu serios temores de que a marinha mercante brasileira não seria adequada ás exigencias do commercio, tem mostrado sua

praticabilidade. Têm-se estabelecido numerosas fábricas no Estado, as quaes estão funcționando satisfactoriamente; ha entre ellas uma fábrica de polvora e uma de juta. Tambem ha fábricas de algodão e fábricas de sabão e de phosphoros, que estão protegidas por uma alta tarifa e se encontram em condições prosperas. Abundam os braços, e o preço dos salarios é barato; as horas de trabalho são excessivamente longas e em algumas das fábricas de algodão se trabalha quatorze horas. Nos districtos agricolas um braço ordinario recebe trinta centavos por dia e trabalha desde o nascer até o pôr do sol.

Pernambuco tem communicação por cabo, e além disto uma linha telegraphica que se estende ao longo da costa e que é propriedade do Governo. As tres companhias inglezas do cabo são a "Brazilian Submarine Telegraph Company," de Pernambuco a Europa via São Vicente (Cabo Verde) e Madeira; a "South American Cable Company," de Pernambuco a Europa, via Fernando da Noronha e Senegal na costa occidental da Africa; e a "Western and Brazilian Telegraph Company," na costa do Brazil, entre Pará e Santos.

A colheita de algodão no districto de Penedo, em 1897, foi de 21,000 fardos, que é um augmento de 5,000 fardos sobre a produção do anno precedente; os preços fluctuaram entre \$1.90 e \$2.30 por cada quinze kilos. A colheita de milho é muito grande, montando a 54,000 saccos, um augmento de 32,000 saccos sobre a do anno passado. A safra de assucar é quasi nada, apenas montando a 10,000 saccos, pois uma grande inundação destruiu a canna em seu periodo de crescimento. O commercio em pelles de cabra e carneiro, soffreu grande diminuição; a entrada em Penedo que ha dous annos ascendia a 150,000 pelles mensaes, foi reduzida a 15,000 mensaes. Calcula-se em 70,000, o numero de couros salgados em secco.

Segundo informações de Ceará, está-se dando muita attenção ao cultivo de "manipoba," e se espera que dentro de quatro annos haverá um milhão de arvores em perfeito estado de crescimento. A manipoba é uma especie de *euphorbiacca*, cuja seiva contem gomma. Esta gomma é tão semelhante á gomma de Pará que nos mercados europeos vende-se sob o nome de "gomma do Brazil," sem fazer distincção alguma a respeito do Estado de

qual se exporta. A maniçoba abunda no Estado de Ceará, especialmente nos districtos de Ceará, Baturite e Itapipoca. Seu preço fluctua entre 58 centavos e \$1 por kilo. O processo de extracção desta gomma é pouco mais ou menos o mesmo que se segue nos Estados de Pará e Amazonas.

Segundo informações de Parahyba do Norte, a colheita de algodão naquelle districto é muito superior á de 1896, emquanto que a producção de assucar mostra uma diminuição. A maior parte do assucar que se produz em Parahyba se exporta para Rio e os portos do sul; o resto é enviado para os Estados Unidos.

O Vice-consul, o Sr. BOLSHAW, communica de Rio Grande do Norte que o anno tem sido muito favoravel para o algodão, o assucar e a gomma elastica. O algodão é vendido quasi em sua totalidade nos portos do sul do Brazil para ser empregado nas fabricas, emquanto que a gomma elastica, couros e pelles se embarcam para os Estados Unidos; a maior parte da producção de assucar se vende tambem naquelle mercado.

O MINISTRO BRAZIL.

O Senhor JOAQUIM FRANCISCO DE BRAZIL, nomeado recentemente Enviado Extraordinario e Ministro Plenipotenciario do Brazil nos Estados Unidos, foi formalmente recebido pelo Presidente McKINLEY como successor do Senhor Ministro MENDONÇA, que foi enviado para Lisboa. O Senhor BRAZIL tem estado por muitos annos empregado no serviço diplomatico de seu paiz. O ultimo cargo que desempenhou foi o honroso e delicado de Ministro em Lisboa.

COSTA RICA.

SITUAÇÃO DAS FINANÇAS, INDUSTRIAS E INSTRUÇÃO PUBLICA.

No 1º do corrente, conforme á lei, reuniu-se o Congresso Nacional em sessão ordinaria. O Presidente da Republica enviou naquelle dia a mensagem acostumada, na qual faz um ligeiro resumo do progresso geral do paiz durante o anno fiscal findo em 30

de Abril, e que é ao mesmo tempo o fim do periodo constitucional principiado em 1894.

A mensagem refere-se primeiramente ás recentes difficuldades com Nicaragua, e faz notar o fervor patriótico, o espirito de união e o enthusiasmo com que o paiz inteiro rodeou o Governo, e preparou-se para a defeza. Allude logo ás negociações de paz terminadas por um tratado de arbitramento firmado a bordo do vapor de guerra americano *Alert*, e conclue a este respeito, do modo seguinte: “Com este motivo, tenho prazer em cumprir um sagrado dever, o dever de consignar aqui, em nome do povo e do Governo de Costa Rica, um voto de especial reconhecimento aos illustrados Governos de Guatemala e dos Estados Unidos da America por seus bons officios em favor da paz, assim como a seus dignos representantes, senhores MERRY e LAINFIESTA, encarregados de tão importante e transcendente missão, na qual o Sr. LAINFIESTA teve a felicidade de obter activa collaboração e efficaz cooperação.”

Com a excepção do incidente mencionado, a situação normal da Republica, sua marcha progressiva e os habitos de ordem e de amor á paz e ao trabalho, característicos do povo de Costa Rica, não têm soffrido a menor alteração.

As relações de amizade que Costa Rica cultiva assiduamente com as nações da America e Europa, são cada dia mais estreitas e cordiaes, e actualmente não ha questão pendente com nenhuma dellas que pudesse perturbal-as ou pelo menos enfraquecel-as. Para chegar a este resultado, de que o paiz deriva, não obstante sua pequena superficie, bem marcadas provas de apreço e consideração por parte de nações poderosas por sua grandeza e cultura, o Governo não tem omittido esforço algum, dentro dos limites do decoro, nem tem sido remisso no cumprimento dos deveres que as leis internacionaes e a cortezia lhe impõem.

O estado da instrucção publica é florescente. Sem deixar de attender, como é devido, a instrucção profissional e secundaria, o Governo tem dado attenção, com preferencia, ao ensino primario, porque este é obrigação inilludivel do Estado e necessidade peremptoria do povo.

Não ha nada de que os cidadãos de Costa Rica possam ser mais orgulhosos do que o estado da instrucção publica, o enthusiasmo com que é promovida e a efficaz protecção que recebe por parte do Governo.

Para mostrar o desenvolvimento da instrução durante a administração, bastará indicar que o numero das escolas em 1893 era de 280, e em 1898, de 388; que a assistencia média naquella anno era de 17,517, e é hoje de 23,134 alumnos. O numero de edificios escolares em 1893 era de 167, e em 1898 é de 259, havendose augmentado o numero de professores com 332 durante igual periodo. As juntas de educação possuem 259 edificios escolares, têm em construcção 31, e em projecto 78. O valor da propriedade escolar, adquirida em sua maior parte com os recursos directos do povo e com auxilios liberaes do Governo, no mesmo periodo, é superior a um milhão de pesos. Esta simples comparação é testemunho eloquente da devoção do Governo á educação, considerando-a como um dos privilegios mais apreciados que se podem dar ao povo.

Depois de attender á conservação da ordem publica e da tranquillidade social, depois de fundar em bases solidas a educação moral e intellectual dos povos, nada ha de mais proveito para os mesmos do que dedicar a attenção do Estado ao desenvolvimento dos interesses economicos, visto que constituem elementos indispensaveis para a prosperidade e bem-estar das nações. Levar á pratica esta doutrina pelos meios que aconselha a experiencia, sem perder de vista as condições peculiares do paiz, assim nos factores da producção como nos agentes do cambio internacional, tem sido a tarefa emprehendida pelo Governo com fé insuperavel, com resolução sem vacillação, com a inteireza que funda-se no intimo convencimento do bem que se realisa.

São base indispensavel para levar a cabo este proposito, a boa organização do Thesouro publico, a honrada administração das rendas que o formam, e o conveniente emprego das mesmas. O Governo possui este, e por meio de seu poderoso auxilio tem podido fazer face a fortes compromissos pecuniarios contrahidos por administrações anteriores, e emprender obras de grande conveniencia para o augmento da riqueza e para o desenvolvimento do paiz.

As rendas publicas durante o anno fiscal de 1897-98, montaram a \$8,424,104. Esta quantia é superior á das rendas do anno anterior por \$936,935, excede á quantia orçada em \$320,172. As despesas montaram a \$8,315,455, o que, como se vê, deixa um saldo de \$108,650.

O Governo, firme no proposito de que o estabelecimento do systema monetario baseado no ouro, tenha o exito desejado, tem depositado \$1,000,000 em ouro, e propõe-se tomar medidas que assegurem a circulação deste metal antes do tempo previsto quando se decretou a reforma monetaria.

Bem conhecido é o importantissimo papel que o credito desempenha no desenvolvimento economico de um paiz. O do Governo, no interior da Republica assim como no exterior, goza de plena confiança pelo fiel cumprimento dos compromissos adquiridos, principalmente o do serviço da divida estrangeira, attendido com a maior promptidão.

Entre as obras publicas, figura em primeiro lugar a construcção da Estrada de Ferro do Pacifico, por causa de sua importancia para o paiz. De 1,000 a 1,200 homens estão empregados nos trabalhos; estes se executam com a maior actividade. As primeiras 15 milhas estão promptas para collocar os trilhos, e segundo informação da empreza constructora, no mez de julho ou Agosto, a linha estará concluida até o rio Grande, n'uma distancia de 25 milhas. O contractante espera ter concluida a estrada de ferro até Tivives no anno proximo, assim completando a linha interoceânica entre Limón no Atlantico e Tivives no Pacifico.

No porto de Tivives, situado no golfo de Nicoya, perto de Puntarenas, vão-se construir varias obras de melhoramento, e com este objecto o Governo está em negociações com uma proeminente casa franceza que ja tem feito os estudos necessarios.

Muitas outras obras de utilidade publica têm sido emprendidas e se tomam esforços para concluil-as. Entre ellas são a Escola Nacional de Correção, varias estradas de rodagem, o saneamento, ampliação por meio de um quebra-mar, e outros melhoramentos do porto de Limón.

O Presidente elogia o comportamento do exercito que marchou para á fronteira com motivo das difficuldades acima mencionadas, e conclue a mensagem com estas palavras:

“Arranjada a paz em condições honrosas, o exercito, inimigo por temperamento e por tradicionaes costumes de aventuras militares, recorda o lar querido e volta para elle para entregar-se de novo aos tranquilllos gozos da familia e ao trabalho.”

PRESIDENTE IGLESIAS—INAUGURAÇÃO DO NOVO PERIODO.

O novo periodo presidencial foi inaugurado no dia 8 do corrente, segundo lei e costume. O Presidente IGLESIAS, reeleito para este novo periodo, confirma em seu discurso de inauguração, o programma de sua progressiva primeira administração, o qual cerra com o significativo paragrapho seguinte:

Ao terminar meu primeiro periodo de Governo, seja-me permittido consignar na presente mensagem, como expressão sincera do sentimento publico, que estou seguro de interpretar fielmente, a gratidão que a nação sente para com todas as colonias estrangeiras residentes no paiz, por seu espontaneo e generoso concurso para fazer frente ás calamidades resultantes do estado de guerra em que, ha pouco, se encontrava a Republica. Esta attitude, tão nobre como cordial, é considerada por Costa Rica como uma correspondencia á affeição que ella professa e guarda pelas colonias estrangeiras, por sua lealdade e po: seu effiçaz apoio na obra de nosso progresso.

EQUADOR.

CONSTRUCCÃO DE UMA ALFANDEGA EM GUAYAQUIL.

Por ordem do Ministro das Obras Publicas se solicitam propostas para a construcção de um edificio para a alfandega de Guayaquil.

Os planos e todas as informações relativas aos mesmos e á maneira como tem de ser construido o edificio, poderão ser obtidos pelos interessados no escriptorio do Secretario da Provincia na Casa do Governo.

A lei das alfandegas dispõe que 4 por cento da taxa adicional sobre os direitos de importação se applique ao pagamento dos gastos de construcção de dito edificio. Calcula-se que a importancia da taxa adicional será por termo medio de 15,000 sucres por anno, e tem-se disposto que a quantia a que ascenda 4 por cento, deve ser depositada desde o 1º de Janeiro do presente anno.

A pessoa ou associação que obtenha o contracto deverá pagar ao Governo, antes de assignar aquelle, 6,000 sucres como preço dos planos para o edificio.

As propostas serão recebidas na Secretaria da Provincia e nos consulados do Equador em New York, Paris, Liverpool, Bruxellas, e Hamburgo, até 31 de Agosto de 1898.

NOTAS INDUSTRIAES.

Segundo noticias recebidas as provincias de Los Rios e Guayas produzirão este anno, uma excellente colheita de cacáo que é o

principal producto daquella região. Diz-se que a situação financeira da Republica é muito satisfactoria e sob a influencia do estado de paz que prevalece no paiz, e do regimen liberal do presidente ALFARO, a perspectiva geral é muito promettedora.

Celebrou-se um contracto com os Senhores DRAKE, STRATTON & Co. para a construcção de uma estrada de ferro desde a costa a Quito, e o Sr. HARMAN foi a Londres para completar os arranjos para o começo dos trabalhos.

NICARAGUA,

LEI RELATIVA A EXPLOSIVOS.

As seguintes disposições relativas a explosivos em Nicaragua, serão de interesse em relação á questão palpitante do canal de Panamá e especialmente aos que se propõem explorar a industria mineira do paiz:

SECÇÃO 5ª. Nenhum particular pode ter em seu poder mais de 2 libras de polvora, 5 libras de chumbo, 500 capsulas e 200 cartuchos, ainda quando guarde estes artigos em diferentes lugares; mas os proprietarios de duas ou mais plantações ou emprezas podem guardar em cada uma d'ellas as quantidades acima especificadas.

SECÇÃO 6ª. Os que infringirem a disposição anterior e os commerciantes que não cumprirem com as ordens dadas na secção 2ª da lei, serão processados e punidos como contrabandistas.

SECÇÃO 7ª. Os mineiros ou outros industriaes que tenham de conservar para seus trabalhos mais polvora do que se permite pelo paragrapho 6º, devem obter autorisação especial do Ministerio da Fazenda, a qual será concedida ou negada segundo os meritos da informação, em cada caso.

CONTRACTO COM A "PACIFIC MAIL STEAMSHIP COMPANY."

O Consul inglez, em Granada, communica á Secretaria de Relações Exteriores da Inglaterra, em data de 25 de Março, que o Governo de Nicaragua renovou o contracto com a companhia de vapores "Pacific Mail Steamship Company," para o serviço de malas, frete e passageiros com os portos de Corinto e San Juan del Sur. Por este arranjo, os referidos portos terão communicação directa com New York tres vezes por mez, em lugar de duas como até agora.

URUGUAY.

EXPORTAÇÃO DE CEREAEs.

O Sr. SWALM, Consul dos Estados Unidos, informa á Secretaria de Estado da exportação de trigo, farinha e milho do Uruguay, nos annos seguintes:

Anno.	Trigo	Farinha.	Milho.
1893	\$169, 377	\$433, 027	\$23, 277
1894	1, 382, 808	964, 372	882, 808
1895	2, 079, 761	681, 744	797, 761
1896	161, 112	733, 282	866, 869
1897	392, 637	612, 356	34, 565

Alem destas quantidades, exportaram-se durante os mesmos annos productos de trigo no valor de \$300,000. O Consul SWALM diz que, em circumstancias normaes o Uruguay pode fazer concurrencia com os Estados Unidos, a respeito dos productos acima mencionados, nos mercados do Brazil e ainda da Europa. Cada anno se dedicam novas terras ao cultivo destes productos. Segundo Consul SWALM, a exportação total de cereaes durante os quatro annos que começaram em 1894, foi no valor de \$1,902,823, emquanto que a nos quatro annos anteriores foi de \$2,246,855, o qual mostra um augmento em favor do primeiro periodo de \$8,655.968.

PROCURA DE ARDOSIAS DE TELHADO.

O Consul SWALM faz o seguinte relatorio relativo ao augmento na procura de ardosias de telhado no Uruguay, pois os architectos modernos têm achado que podem construir com este material, telhados mais baratos e melhores. As ardosias que se empregam são as de menor tamanho, 9 x 13 pollegadas. Custam \$20 por milheiro, mas a esta quantia tem de accrescentar os direitos de \$11.55 por milheiro. As ardosias redondas custam \$21.80 por milheiro, mas os direitos são os mesmos. O preço ao retalho, como se usa nos calculos dos carpinteiros, é de \$34 a \$36 por milheiro, alem do que se cobra para sua collocação. Não se usam as ardosias de tamanho de 10 x 20 ou 12 x 12, pois as de tamanho menor dão resultados satisfactorios.

Os valores que aqui se dão estão representados em pesos do

Uruguay. As ardosias que vêm da Inglaterra, pagam um frete, a bordo de lanchas, de \$3.50 por tonelada, com as avarias ordinarias por conta do dono. A procura de ardosias augmentará, mas as casas americanas que quizerem vender neste mercado, deverão estabelecer um armazem e conserval-o bem sortido daquelle artigo, incluindo as ferragens necessarias. A ardosia americana de melhor qualidade pode encontrar aqui um mercado que será reduzido no principio, é verdade, mas que será augmentado com o tempo, pois a ardosia é o material que se usará no futuro. Mas é preciso tomar em conta que a quantidade deste material deve ser abundante sempre, de modo que se possa attender devidamente aos pedidos. A falta de seguir este methodo tem sido ruinosa em muitos outros ramos do commercio, não sómente para os interesses americanos, mas tambem para os inglezes, que persistiram em querer saber mais que os residentes, acerca dos costumes commerciaes do paiz, e preferiram a simples exhibição de amostras, que todavia permanecem expostas. Os italianos e os allemães aproveitaram-se dos conselhos dados em relatorios consulares, e têm obtido proveitosos resultados.

CULTIVO DO ALGODÃO NA AMERICA DO SUL.

Um representante da conhecida casa de GRACE & Co., de New York, a qual tem importantes e crescentes interesses na costa occidental da America do Sul, regressou recentemente aos Estados Unidos e communica que os agricultores do Chile e o Peru estão dedicando attenção especial ao cultivo do algodão. Em relação com este progresso agricola, existe o proposito evidente de fomentar importantes interesses manufactureiros. O Governo do Chile já tem dado o primerio passo neste sentido, supprimindo até o anno de 1892, os direitos sobre toda classe de machinas para a fabricação de tecidos, como já foi mencionado em um numero anterior do BOLETIM MENSAL. Como resultado desta isenção de direitos, uma grande quantidade de machinas americanas proprias para aquelle trabalho, tem sido embarcada para o Chile. Para alentar o cultivo e manufactura de algodão, assim como outras industrias, foi aberta recentemente em Lima uma exposição permanente para a exhibição de toda classe de machinas; e segundo noticias recebidas, os fabricantes dos Estados Unidos, da Grã

Bretanha e do continente europeu, estão-se aproveitando desta oportunidade para vender suas machinas.

A proxima conclusão da Estrada de Ferro Transiberiana, e o desenvolvimento dos remotos paizes orientaes, inaugurarão em breve uma nova era para o commercio e a industria naquella parte do mundo ; e não é improvavel que o impulso dado ao cultivo e ás manufacturas de algodão na America do Sul, se deva aos attrahentes prospectos deste commercio oriental.

COMMERCIO DE FARINHA COM A AMERICA DO SUL.

Na reunião annual da “Miller’s League” (Confederação de Moleiros) que teve lugar recentemente em Indianapolis, se discutiu largamente a questão de conservar e estendar o commercio de farinha dos Estados Unidos com o Mexico, America Central e do Sul.

A discussão em geral versou sobre que os fabricantes de farinha, como os outros fabricantes dos Estados Unidos, deviam dirigir seus esforços á consecução de novos mercados. Muitos dos grandes moleiros já têm estabelecido com os paizes latino-americanos, relações commerciaes, as quaes, em sua maior parte, têm resultado ser muito satisfactorias, e os pagamentos ainda que verificados com lentidão têm sido seguros. A grande difficuldade para conseguir maior desenvolvimento neste ramo se deve á falta de facilidades bancarias americanas naquelles paizes. Disse-se alli que um moleiro de St. Louis, tinha conseguido desenvolver um grande commercio com a America Central e do Sul, e se indicou quão proveitoso seria formar uma combinação de moleiros que trabalhassem de commun accordo, pois ella poderia obter dos bancos, arranjos que um homem só não podia obter.

Um dos moleiros que fallou na reunião, disse : “Minha casa tem feito alguns negocios com Costa Rica e Yucatan directamente ; o grande obstaculo no negocio consiste na difficuldade de fazer as cobranças, por falta de facilidades bancarias. Os commerciantes são honrados mas fazem seus pagamentos com muita lentidão, e depois de ter esperado muito tempo para fazel-o, provavelmente enviarão uma lettra a sessenta dias sobre alguma casa de New York.”

Este relatorio expressa as ideas da maior parte dos commer-

cientes dos Estados Unidos que têm tratado de estabelecer relações de commercio seguros com os paizes que estão situados ao sul dos Estados Unidos. O obstaculo principal com que têm luctado desde o principio, tanto os commerciantes como os fabricantes, é a difficuldade de conseguir facilidades bancarias. Além disto, as oportunidades tão escassas na communicação por vapor, é assumpto que salta á vista.

A FIBRA DO RAMIE.

EXPERIMENTOS FEITOS EM LIMOGES, FRANÇA.

O Sr. THOMAS BARRACLOUGH, de Londres, leu recentemente um relatorio no Instituto Imperial, sobre o cultivo do ramie e sua manufactura. O relatorio foi preparado e lido sob os auspícios da Sociedade de Artes e foi publicado textualmente no periodico da Sociedade.

Como resultado do convite do Sr. BARRACLOUGH, reuniram-se em Limoges, França, a 27 de Julho de 1897, varios cavalleiros interessados no cultivo, preparação e manufactura do ramie, com o proposito de inspecção os trabalhos experimentaes da machina descortiçadora “Faure.”

O ramie que se empregou nesta experiencia foi cultivado na plantação do Sr. FAURE, nas vizinhanças de Limoges, e o experimento teve por objecto principal determinar si o trabalho do descortiçamento era tão satisfactorio, como o descortiçamento á mão que pratica na China.

Depois de uma extensa discussão sobre os varios pontos que se apresentaram, a seguinte resolução foi approvada por unanimidade e firmada por todos presentes :

LIMOGES, 27 de Julho de 1897.

Os abaixo assignados, presentes ás experiencias feitas pelo Sr. FAURE com sua nova machina de descortiar ramie, têm o prazer de declarar que têm ficado completamente satisfeitos dos resultados obtidos. Sua opinião é que o descortiçamento de ramie feito por meio da machina “Faure,” é igual ao que se faz á mão. Exprimem sua opinião de que o problema do descortiçamento mechanico do ramie é resolvido de modo absolutamente satisfactorio.

Um dos cavalleiros presentes, o Sr. BLUNTSCHLI, administrador de um syndicato que tem grandes plantações de ramie em Sumatra, disse que tinha empregado a machina descortiçadora de Faure, com exito completo, e que ficava convencido de que a fibra por

aquella obtida era igual á que se obtem por meio do descortiçamento á mão, nos paizes orientaes.

O BOLETIM MENSAL tem chamado a attenção de tempos em tempos não sómente para os varios usos a que pode ser applicada esta valiosa fibra, mas tambem para a adaptabilidade dos paizes da America do Sul, America Central, Mexico, e parte dos Estados Unidos para o cultivo daquella planta. Tambem fez-se referencia ao facto de que a grande difficuldade de descortiar e desgommar a fibra tem sido vencida por meio de varias invenções mechanicas. Parece que a unica cousa que fica por conseguir no desenvolvimento desta importante industria, é a associação de productores e fabricantes n'uma mais ampla cooperação.

COMMERCIO MISCELLANEO.

REPUBLICA ARGENTINA.

Projecto de Estradas de Ferro Subterraneas Electricas em Buenos Aires.

O Sr. JAMES G. KELLY pediu da municipalidade de Buenos Aires uma concessão para construir duas estradas de ferro subterraneas electricas naquella cidade. Os tunneis serão revestidos com concreta de sufficiente espessura para que possa resistir a pressão da terra, servindo ao mesmo tempo de substancia impermeavel; e a ventilação terá lugar por meio de aberturas na estrada ou nos pavimentos. Os trabalhos serão começados dentro de nove mezes depois da approvação dos planos, e o caminho deverá estar prompto para o serviço publico dentro dos tres annos subseqüentes. O preço maximo de passagem não deverá exceder de quinze centavos, e não deverá exceder de cinco centavos o preço de frete de cada volume. Seis por cento do total das rendas corresponderá á municipalidade. As duas linhas, com as installações e material rodante passarão a ser propriedade da municipalidade, livres de carga ou compensação ao fim do prazo de noventa e nove annos.

Importação de Instrumentos Agricolas.

O Vice-consul britannico, em Rosario, diz que durante o periodo das boas colheitas de 1889 a 1894, encontraram um bom mercado no paiz, 135,000 toneladas de arame de cercas, 100,000 arados, 680,000 relhas de arado, 2,262 semeadores, 27,680 machinas de ceifar (incluindo desespigadores e engaveladores), 2,600 debulhadores e 7,000 machinas de joeirar, além de muitas toneladas de instrumentos de agricultura de menor importancia. Desde a crise e a falta de boas colheitas, a procura tem diminuido consideravelmente. O Vice-consul diz que a Grã Bretanha occupa o primeiro lugar, e os Estados Unidos o segundo, na importação desta classe de machinas.

Cultivo de Arroz em Tucuman.

Em Tucuman, a provincia assucarcira da Republica Argentina, muitos agricultores têm-se dedicado ao cultivo do arroz, para o qual são favoraveis o clima e o solo daquella provincia. De 1895 a 1896, a terra plantada de arroz augmentou de 100 hectares a 264 hectares. Esta é uma area muito pequena mas o augmento é significante. Em ter-

renos regados a produção é de 2,500 kilos por hectare e de 1,500 em terreno secco. O cultivo deste grão tem augmentado por razão da crise na industria assucareira.

NOTA.—O hectare é equivalente a $2\frac{1}{2}$ geiras. O kilogramma equivale a 2.2046 libras.

BRAZIL.

Arrendamento das Estradas de Ferro dos Estados. A Secretaria das Relações Exteriores da Grã Bretanha recebeu informações officiaes, nas quaes se annuncia que a Estrada de Ferro Central de Pernambuco foi arrendada por certo numero de annos a um syndicato representado pelo Sr. ANTONIO FERREIRA. Com a celebração deste contracto, todas as estradas de ferro dos Estados do Brazil, com excepção da Central, Bahia, Sul de Pernambuco e a de Paulo Affonso terão sahido do manejo actual do Governo. Algumas das linhas acima mencionadas têm ido funcionando até agora com grande proveito para o Estado.

Depositos de Minerio de Manganez. O minerio de manganez do Brazil tem sido um artigo de exportação nos ultimos quatro annos. Leva-se este minerio do districto de MIGUEL BURNIER, do Estado de Minas Geraes, que está a uma distancia de 310 milhas da cidade do Rio de Janeiro. Necessitam-se oito ou dez dias para fazer o transporte.

As minas estão situadas a uma elevação de 4,000 pés, em uma região muito saudavel, e os trabalhadores que se empregam são em maior parte italianos e nacionaes, com alguns hespanhóes e portuguezes. Em 1897, a produção do minerio em sua totalidade, que montou a 8,800 toneladas, foi exportada para Philadelphia, mas nos annos anteriores este minerio foi exportado para a Inglaterra. Uma analyse do minerio mostra que contem 54.7 por cento de manganez metallico, 0.027 por cento de acido sulphuroso, e 0.077 por cento de acido phosphorico.

CHILE.

Tratado de Commercio com Allemanha. Está-se negociando um tratado de commercio entre Chile e Allemanha. Antes de 1859, existia um tratado de commercio entre estes dous paizes, o qual foi celebrado em 1862, mas ficou sem effeito em 1895, e o rapido augmento do commercio entre os dous paizes tem necessitado sua renovação em condições mais amplas.

Allemanha importou do Chile, em 1880, no valor de \$607,500, e em 1896 a importação tinha augmentado até \$8,655,750. Desta importação, quasi uma metade consistia, por ordem de importancia, em nitratos, sola, couros crus, ouro e cobre. A exportação da Allemanha para o Chile consiste principalmente em textis e artigos de ferro.

A exportação nos annos de 1894 e 1896 foi como segue: Generos de lã, no valor de \$985,500; generos de algodão, \$1,556,500; artigos de ferro, \$475,220; ferro refinado, \$840,000, e assucar, \$413,000.

GUATEMALA.

Diminuição dos Direitos de Exportação sobre o Café. Segundo noticias de caracter official, tem-se promulgado um decreto do Executivo reduzindo os direitos de exportação sobre o café a \$1, ou uns 36 centavos (ouro) por quintal. Este decreto começará a vigorar no 1º de Julho do corrente anno.

Diz-se que o mesmo decreto dispõe que a exportação de todos os productos naturaes ou manufacturados de Guatemala, com a excepção do café, será livre de direito, a contar daquelle data, e que si a baixa no preço do café continuar ou augmentar, o Executivo poderá, em qualquer tempo, supprimir os direitos sobre este producto.

HAITI.

Direitos dos Cidadãos dos Estados Unidos. De noticias recebidas sabe-se que o Governo de Haiti, por um decreto executivo recentemente expedido, concedeu aos cidadãos dos Estados Unidos residentes em Haiti, os mesmos direitos e privilegios de que gozam os naturaes em assumptos de commercio e de trabalho. O decreto refere-se especialmente ás licenças commerciaes e ao commercio ao retalho.

PARAGUAY.

Introducção de Moinhos de Vento americanos. A criação de gado é a industria principal e a mais lucrativa do Paraguay, mas por falta d'agua nos ranchos, tem de levar o gado por muitas milhas de distancia para beber agua, o qual é um obstaculo para o desenvolvimento da dita industria. O Sr. RUFFIN, Consul dos Estados Unidos em Assumpção, indica a necessidade que existe alli de bons moinhos de vento de fabricação americana, os quaes podiam ser montados pelos criadores para tirar a agua, assim vencendo este grande inconveniente no desenvolvimento dessa industria.

PERU.

Estabelecimento de uma Fabrica de Phosphoros e uma Fundição em Calláo. Uma companhia com um capital de \$40,000 foi estabelecido em Calláo, para fabricar phosphoros de cera e de segurança. Como a industria está em sua infancia, o producto é todavia inferior aos phosphoros do estrangeiro. Concedeu-se permissão para o estabelecimento de uma fundição fóra da cidade, e se estão construindo obras de drenagem e aqueducto, a um custo de \$300,000. Durante o anno de 1897, as rendas aduaneiras montaram a \$2,100,000.

ESTADOS UNIDOS.

Exportação de Machinas para Fabrica de Assucar. A exportação de machinas, para a fabrica de assucar, que teve lugar dos Estados Unidos para a America do Sul no mez de Abril, é a maior que se tem conhecido por muito tempo. Segundo o "American Exporter," as Republicas Argentina, Colombia e Salvador são os principaes mercados em que se vendem essas machinas. A exportação foi no valor de \$50,000, de que a Republica Argentina recebeu dous terços e o resto foi vendido em Honda, Colombia, e em Acajutla, Salvador. Dizem que estas machinas importam-se exclusivamente para os grandes engenhos assucareiros e não para os pequenos engenhos movidos por força animal.

Consumo de Café. Segundo o "Mexican Financier," o Mexico encontra e deverá encontrar sempre nos Estados Unidos o mais extenso mercado para a venda de seu café. O povo americano é o maior consumidor de café e este é um producto que não pode ser cultivado dentro dos actuaes limites deste paiz. As estatisticas commerciaes do anno fiscal, findo em 30 de Junho ultimo, contem as importações de café.

A importação total de café nos Estados Unidos durante os doze mezes findos em 30 Junho de 1897, foi de 737,645,670 libras, ou dez libras por cabeça segunda a actual estatística da população.

O café comprado pelos Estados Unidos foi importado de muitos paizes e esta importação procedeu dos continentes da America, Africa, Asia e Australia.

Os principaes paizes, em ordem de sua importancia, que exportaram café para os Estados Unidos, foram :

	Libras.	Valor em ouro.
Brazil	542, 887, 265	52, 792, 937
Venezuela	58, 913, 154	8, 300, 672
Mexico	28, 833, 870	4, 591, 909
Colombia	20, 939, 528	2, 834, 631
Costa Rica	19, 300, 381	2, 800, 652
Guatemala	11, 569, 772	1, 744, 411
Indias Hollandezas	11, 001, 036	2, 075, 157
Haiti	7, 299, 778	946, 700
Salvador	7, 147, 369	1, 072, 480
Aden	5, 118, 386	859, 602

Estes são os principaes paizes de onde o café foi recebido para supprir o mercado americano, que consumiu no valor de \$81,544,000 (ouro).

VENEZUELA.

Projecto de Uma Linha de Vapores. O representante de um syndicato americano está actualmente em Venezuela, fazendo investigações sobre a conveniencia de estabelecer uma nova linha de vapores que faça o serviço entre a cidade de New York e os portos de Venezuela, tocando em algumas das Antilhas. O dito representante já tem contratado, segundo um relatorio recente, 2,000 toneladas de frete mensaes, que tem sido garantidas. O caminho que se projecta, comprehenderá as ilhas de St. Thomas, St. Kitts, Guadalupe, Martinica, as Barbadas e Trinidad. Esta empreza propõe-se tambem a communicação por vapor no rio Orinoco. Os interesses commerciaes dos Estados Unidos em Venezuela estão-se desenvolvendo em diversas direcções ao presente; tem-se estabelecido uma companhia intitulada "Building and Loan Company," em Caracas, e a maior parte do capital desta companhia virá da Republica do norte.

Concessão a um Syndicato Inglez. O Governo de Venezuela concedeu a um syndicato inglez, uma vasta extensão de terra conhecida com o nome de Territorios do Amazonas de Venezuela. A concessão comprehende quasi o monopolio da navegação do rio Orinoco, a exportação da gomma elastica, e um vasto projecto de immigração. Diz-se que esta companhia está tratando de obter dos Governos da Colombia e do Brazil, uma concessão analoga dos territorios do Amazonas pertencentes a cada um destes paizes e que são contiguos á fronteira de Venezuela. O territorio é muito rico e se communica por meio de canaes ou rios do Orinoco ao Amazonas. Duas commissões visitaram o paiz, em nome deste syndicato; uma, sobre a direcção do Professor BOROLIU da Universidade de Upsala, e a outra sob a do Maior S. PATERSON de Argyll e Sutherland Highlanders.

BULLETIN MENSUEL

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RÉSUMÉ SUCCINCT DE SON ORIGINE, DE SON CARACTÈRE
ET DE SES PROJETS.*

La Conférence tenue à Bruxelles en mai 1888, qui fut le point de départ d'une union internationale ayant pour but la publication des tarifs des douanes, etc., a suggéré aux délégués accrédités à la Conférence Internationale Américaine, tenue à Washington en 1890-91, l'idée de la formation d'un bureau ou agence internationale qui représenterait les Républiques de l'Hémisphère Occidental. Le comité de la Conférence Internationale Américaine qui a soumis le plan original pour l'établissement du Bureau américain a donné comme exemple de l'utilité et de la possibilité d'une telle entreprise, le Bureau de l'Union Postale Internationale, dirigée par le Gouvernement suisse.

Le 29 mars 1890, la République Argentine, la Bolivie, le Brésil, le Chili, la Colombie, Costa Rica, l'Equateur, le Guatemala, Haïti, le Honduras, le Mexique, le Nicaragua, le Paraguay, le Pérou, le Salvador, les Etats-Unis, l'Uruguay et le Venezuela, les 18 pays représentés à la Conférence Internationale Américaine

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par leurs délégués, ont, d'un commun accord, voté les fonds nécessaires à l'établissement d'une association connue sous le nom de "l'Union Internationale Américaine des Républiques Américaines pour la recherche et la prompte distribution d'informations commerciales," qui serait représentée dans la capitale des Etats-Unis par un bureau nommé "Bureau des Républiques Américaines." Cet organe des gouvernements indépendants du Nouveau Monde était placé sous la surveillance du Ministre des Affaires Etrangères, et devait exister pendant une période de dix ans à titre d'essai et être maintenu indéfiniment pendant des périodes successives de dix années dans le cas où les résultats seraient satisfaisants.

A la première session du 51^e Congrès des Etats-Unis, cette Institution, par un "Acte autorisant l'emploi de fonds pour le maintien du service diplomatique et consulaire, etc.," approuvé le 14 juillet 1890, a donné au Président l'autorisation de mettre en vigueur les recommandations de la conférence autant qu'il le jugerait à propos, et a voté \$36,000 pour l'organisation et l'établissement du Bureau; il a été stipulé par les délégués assemblés en conférence, que cette somme ne serait pas dépassée et que les Etats-Unis devraient chaque année l'avancer et la diviser ensuite entre les différentes Républiques, en proportion de leur population.

Le 26 août 1890, on a nommé Directeur, M. WILLIAM E. CURTIS, avec les instructions nécessaires à l'organisation du Bureau. En peu de temps, il a démontré la sagesse de la conférence, sous les recommandations de laquelle le Bureau avait été institué. Le Bureau a reçu presque immédiatement l'approbation du public par suite du soin et de l'habileté dont il a fait preuve en recueillant, en comparant et en publiant les renseignements relatifs aux ressources, à la croissance et aux occasions commerciales des Républiques de l'Amérique Espagnole, et en faisant voir à ces Républiques les nombreux avantages que leur offrent les marchés des Etats-Unis.

La Conférence a décidé que les attributions du Bureau seraient de préparer et de publier les Bulletins relatifs au commerce et aux ressources des Républiques Américaines, et de fournir des renseignements pouvant intéresser les manufacturiers, les commerçants et les expéditeurs. De plus, ces renseignements doivent

être, en tout temps, à la disposition des personnes désireuses d'obtenir des informations au sujet des règlements des tarifs douaniers, aussi bien qu'au sujet du commerce et de la navigation.

Les employés choisis par M. CURTIS se composaient de traducteurs de l'espagnol et du portugais, d'employés, de sténographes, etc., dont la tâche était assez difficile. Dès le commencement, il devint nécessaire de former une bibliothèque de publications statistiques et officielles des différents gouvernements contribuant aux fins communes—bibliothèque qui est aujourd'hui unique sous beaucoup de rapports. Elle est formée de littérature officielle et générale ayant trait aux Républiques Américaines qui ont offert gratuitement beaucoup de volumes, et elle reçoit régulièrement les principales publications périodiques et les principaux journaux publiés dans l'Amérique Latine. Ces derniers sont mis en liasse et ont été très utiles au Corps Diplomatique et aux chercheurs de renseignements sur les nations méridionales. Il est impossible d'obtenir ailleurs une aussi grande quantité de renseignements, et il n'y a pas de meilleurs pour l'étude des différentes coutumes, sociétés, histoires et commerces de l'Amérique Espagnole. Voici le nombre des différentes publications dans la bibliothèque du Bureau: Reliées en toile, 1,542; reliées en papier ou brochures, 2,318; publications périodiques, 140; journaux, 65, soit un total de 4,065 publications que l'on augmente tous les jours par voie d'achat ou de donation.

Le principal travail du Bureau pendant les huit années de son existence a été la compilation de guides et d'annuaires de commerce, qui ont été publiés et qu'on publie encore périodiquement au sujet de chaque pays qui contribue à son existence et des nombreuses colonies du Vieux Monde dans l'Hémisphère Occidental. Ces publications contiennent les informations générales et particulières que désirent les commerçants, les fabricants et les expéditeurs des continents américains. Elles proviennent de renseignements reçus directement de sources officielles et authentiques sans aucun égard aux publications précédentes sur les mêmes sujets, et leur préparation a nécessairement occasionné beaucoup de travail, d'étude, de correspondance et de dépense. Cette dernière a été l'obstacle sérieux contre lequel les différents directeurs ont eu à lutter. Tous se sont bien rendu compte du grand champ d'utilité

qui attendait le Bureau dès sa création, et on doit les féliciter d'avoir tant fait, avec si peu de ressources à leur disposition, pour éclairer les peuples des pays formant l'Union Internationale sur leurs ressources respectives et leurs probabilités commerciales, pour encourager le commerce et pour étendre et élargir les relations fraternelles qui existent entre eux.

Lorsque le Bureau entreprit cette tâche attrayante, il y avait une grande ignorance au sujet de la condition politique, commerciale et sociale existant dans toutes les nations réunies maintenant pour le bien de tous. Il y avait, il est vrai, beaucoup de publications en anglais, soi-disant correctes en beaucoup de cas, mais qui manquaient absolument d'authenticité dans leurs rapports sur les pays de l'Amérique du Centre et du Sud. Le soin avec lequel on prépare les Bulletins du Bureau et la vérification à laquelle ils sont soumis avant la publication, par des fonctionnaires ou agents diplomatiques des gouvernements auxquels ils se rapportent, contribuent à les rendre dignes de foi, exactes et authentiques. Il est clairement démontré que ces qualités sont reconnues par suite de la révision dans le texte des encyclopédies populaires, des géographies et des livres de renseignements dans les écoles, concernant les contrées de l'Amérique Latine.

Dès le commencement, la demande des publications du Bureau a été très grande, dépassant de beaucoup la quantité disponible d'après les limites pécuniaires accordées au Bureau. Cet état de choses s'est présenté au premier Directeur, et a retardé sérieusement l'utilité du Bureau en empêchant plusieurs milliers de personnes de recevoir des renseignements qu'elles désiraient et auxquels elles avaient droit. Depuis son établissement, jusqu'en octobre 1893, on a distribué gratuitement les publications, et on a dû réserver nécessairement les éditions de cinq mille ou moins de chacune, aux quelques bibliothèques publiques, aux organisations commerciales et aux individus intéressés directement dans le commerce avec les pays auxquels elles se rapportaient. Pendant la première année de l'existence du Bureau, les demandes des Etats-Unis seuls s'élevaient à trente-huit mille, et les autres Républiques en demandèrent un nombre presque égal. Pendant la seconde année, la demande des publications prit des proportions si considérables et devint si nombreuses de la part des membres du Congrès pour leurs commettants, qu'à la première séance du

52^e Congrès ce corps a commandé des éditions spéciales du BULLETIN principal pour être distribuées aux Sénateurs et aux Députés.

Les écoles puoliques, dont l'attention spéciale avait été appelée sur l'étude des affaires de l'Amérique Espagnole par suite de la réunion de la Conférence Internationale Américaine, étaient parmi les solliciteurs des publications du Bureau. Il était malheureusement évident qu'on ne pouvait en distribuer également parmi les bibliothèques publiques aux Etats-Unis, au nombre de plus de 11,000, en laissant de côté celles des Républiques Sœurs et les 120,000,000 d'habitants des dix-neuf Républiques intéressées. Pour faire face à ces exigences et aux demandes toujours croissantes de ceux pour qui le Bureau était établi, il y avait une question embarrassante qui de bonne heure réclama l'attention des membres exécutifs du Bureau. Le second Directeur, M. CLINTON FURBISH, qui le 18 mai 1893 en prit la responsabilité jusqu'au 29 mars 1897, publia une circulaire en octobre 1893, exposant les faits, comme ci-dessus indiqués et annonçant que dorénavant on exigerait un prix modique pour toutes les publications afin d'en assurer la distribution impartiale. Cette tentative, que l'on croyait à première vue devoir diminuer les demandes, démontra en peu de mois que le Bureau s'était plus fermement établi sur les éléments commerciaux des différents pays intéressés qu'on ne s'y attendait en premier lieu. Les demandes de renseignements et de publications ont augmenté sensiblement, et on peut raisonnablement s'attendre à un revenu considérable qui aidera beaucoup à réaliser les plans du travail du Bureau.

Conformément aux recommandations de la Conférence Internationale Américaine, on a inauguré pendant l'administration de M. FURBISH la publication des BULLETINS MENSUELS, ayant pour objet de recueillir et publier des renseignements sur les différentes industries des différentes Républiques et les probabilités de profit dans leur développement. Le premier de ces BULLETINS a paru en octobre 1893, ayant pour titre "Le Café en Amérique." Le second a paru en novembre sous le titre de "Houille et Pétrole en Colombie." La publication a maintenant atteint son cinquième volume. Le format de cette publication, qui va toujours en augmentant, est la meilleure preuve de l'appréciation dont elle jouit par toutes les classes, au profit desquelles le Bureau a été établi.

Pendant l'année 1896, les représentants des pays qui composent "l'Union Internationale des Républiques Américaines" ont pris une mesure très importante. En vue d'accomplir les intentions évidentes des organisateurs de ce mouvement, on a communiqué une invitation aux représentants des nations formant l'Union, les priant de se réunir au Ministère des Affaires Etrangères des Etats-Unis en vue de se consulter sur le travail futur du Bureau et de son développement. Cette réunion a eu lieu le 1^{er} avril 1896, toutes les nations indépendantes de l'Union y étant représentées, à l'exception de la République Argentine, la Bolivie, le Paraguay, Saint-Domingue et Haïti. Le trait dominant de la discussion qui a eu lieu, a été l'intérêt montré dans le travail du Bureau par ceux qui y assistaient, aussi leur désir d'augmenter son utilité.

On a nommé un comité de cinq memores pour faire un rapport sur le meilleur moyen de mettre à exécution les idées des représentants. Ce comité se composait de Señor DON MATÍAS ROMERO, Envoyé Extraordinaire et Ministre Plénipotentiaire du Mexique; de Senhor SALVADOR DE MENDONÇA, Envoyé Extraordinaire et Ministre Plénipotentiaire du Brésil; de Señor DON JOSÉ ANDRADE, Envoyé Extraordinaire et Ministre Plénipotentiaire du Venezuela; de Señor DON ANTONIO LAZO ARRIAGA, Envoyé Extraordinaire et Ministre Plénipotentiaire du Guatemala, et de Señor DON JOAQUIN BERNARDO CALVO, Chargé d'Affaires ad interim (élevé depuis au rang de Ministre Résident), de Costa Rica. Ayant consacré beaucoup de temps aux sujets qui lui étaient soumis, le comité a fait un dernier rapport le 4 juin 1896, qui fut adopté par les représentants comme base du Gouvernement des affaires de l'Union. Le rapport disait en effet, que l'intention de la Conférence Internationale Américaine était d'établir un Bureau d'un caractère entièrement international; qu'en vue de ce projet, il était désirable que les sujets des différentes contrées fussent également éligibles à toutes les positions dans le Bureau au moyen d'un concours; que l'intérêt commun serait mieux servi par l'accroissement du plan de travail du Bureau, en le constituant l'organe de l'Union, non seulement en vue de réunir et de distribuer les renseignements commerciaux, mais en s'occupant de tous les sujets relatifs à la vie économique et de la croissance des contrées de l'Union; que cet élargissement

du travail entraînait à une augmentation de dépense, tandis qu'on ne voulait pas dépasser les limites des dépenses votées dès le début; qu'on pourrait mieux faire face à cette augmentation dans les dépenses, par l'insertion d'annonces dans les publications du Bureau.

Là-dessus, le rapport recommandait que le Directeur du Bureau fût autorisé à prendre des mesures immédiates pour l'insertion d'annonces dans la publication, et de plus, le rapport proposait un plan pour la réorganisation du Bureau, renfermant certains règlements relatifs aux examens des candidats se présentant pour des positions. Ce plan proposait aussi la création d'un comité exécutif permanent, se composant de cinq des représentants des nations américaines qui constituent l'Union. Quatre de ceux-ci exerceront leur emploi, chacun leur tour, selon l'ordre alphabétique des noms de leurs pays dans l'une des quatre langues de l'Union, précédemment choisie au sort à un meeting des représentants, le Ministre des Affaires Étrangères étant toujours un membre ex-officio. À la fin de la première année, le premier membre du comité sera remplacé par le cinquième qui sera mentionné sur la liste alphabétique, le second membre sera remplacé par le sixième à la fin de la seconde année, et ainsi de suite. Le Comité Exécutif se réunira en session ordinaire le premier lundi de chaque mois, et en session extraordinaire quand il en sera prié de le faire par le Ministre des Affaires Étrangères, et il peut convoquer une réunion de tous les représentants de l'Union lorsque la majorité de ses membres la demandera.

Le Comité Exécutif agit comme conseil de surveillance de l'administration du Bureau, et trois de ses membres, soit en personne, soit par des agents désignés par eux, forment une section du comité pour l'examen des candidats aux places vacantes dans le Bureau. Il s'occupe du règlement des comptes du Bureau. Le Directeur doit faire un rapport aux gouvernements formant l'Union, aussitôt que possible après le 1^{er} juillet de chaque année, sur le travail du Bureau pour l'année précédente. De plus de la présentation détaillée des recettes et dépenses pour l'année à laquelle il se rapporte, ce rapport indiquera les quôtes-parts que doivent payer les pays respectifs formant l'Union et comprendra une estimation des recettes et dépenses pour l'année suivante. On a demandé à chacun des gouvernements d'envoyer au Bureau

un recueil de ses lois, soit nationales ou fédérales, ainsi que de toutes les publications qui ont rapport à sa géographie, à ses industries, à son commerce et à ses ressources en général. Les publications du Bureau, sous forme de bulletins mensuels, de guides ou de monographies, se rapporteront spécialement aux affaires commerciales, telles que, droits de douanes, transports, budgets, statistiques, et tout sujet relatif au commerce et aux industries en général de la nation formant l'Union. De plus, le Bureau publiera des renseignements géographiques au sujet de découvertes et d'explorations et en général sur toutes choses pouvant augmenter la connaissance des conditions économiques et des ressources desdites nations.

Le BULLETIN MENSUEL de novembre 1896, était le premier bulletin publié avec des annonces, cet exemplaire contenant trente-neuf annonces de maisons commerciales importantes. L'exemplaire de janvier en contenait quarante-sept et depuis lors les annonces ont augmenté si rapidement que le BULLETIN, qui, au mois de novembre contenait cent quarante-et-une pages d'annonces et de sujets de lecture en contenait dans celui d'avril, 1898, trois cent vingt-quatre dont cent vingt-neuf étaient spécialement affectées aux annonces de commerçants des Etats-Unis.

Jusqu'au 1er mars, 1898, on sollicitait des annonces sur commission, mais on a cessé cette manière de faire. Les demandes spéciales de renseignements auxquelles le Bureau doit répondre chaque jour sont très nombreuses. Les demandes concernant le commerce, qui lui ont été adressées pendant les quatre premiers mois de son existence s'élevaient au nombre de sept cents, tandis qu'actuellement la poste lui en apporte un nombre aussi grand dans le même nombre de semaines. Ces demandes proviennent naturellement en plus grande partie de commerçants, de fabricants, et d'hommes d'affaires des Etats-Unis qui désirent augmenter leur commerce avec les Républiques du Sud et sous ce rapport, le Bureau est d'une utilité indispensable aux manufacturiers ou aux exportateurs de l'intérieur et de petites villes des Etats-Unis.

Ceux qui cherchent en général des renseignements sont les fabricants de fourniture de chemins de fer, de machines agricoles et minières, d'outils, de wagons, de meubles, de papeterie, de quincaillerie, d'articles en cuir, de bijouterie, de drogues, de produits

chimiques et aussi ceux qui sont intéressés dans d'autres branches d'industrie suivant leurs besoins et suivant aussi les demandes qui leur sont faites pour les marchés des pays du Sud. Le Bureau répond à ces demands d'informations autant qu'il lui est possible, pour satisfaire chaque demande en particulier, donnant des conseils et des renseignements à celui qui s'informe sur le climat et les conditions du marché qu'il a en vue, afin qu'il puisse préparer ses marchandises pour la circonstance et souvent il est mis en rapport avec des personnes qui l'aident volontiers à introduire et à vendre ses marchandises. Mais les chercheurs de renseignements ne se bornent pas à ce continent, ni aux commerçants et fabricants. On reçoit de l'Europe, aussi bien que des Etats-Unis, un nombre de lettres remplies de questions relatives au climat, au sol, aux lois, aux mines, aux gages payés, aux procédés agricoles, aux taxes, aux conditions sociales, etc., des républiques américaines. Le travail immense qu'occasionnait la réponse à ces demandes de renseignements qui comprennent un champ si étendu et prennent un temps considérable, a doublé le travail d'employés attachés au Bureau et en septembre 1897, on a crée une section de renseignements ayant pour objet de répondre, dans le plus bref délai et d'une manière aussi exacte et détaillée que possible, aux nombreuses demandes concernant les républiques de l'Amérique latine, qui arrivent au Bureau de jour en jour. Cette section est sous la direction de M. HENRY L. BRYAN, ex-premier secrétaire de Bureau de février 1891 au 20 mars 1893.

La Conférence Internationale Américaine a surtout recommandé la publication d'un code de nomenclature d'articles de marchandises d'exportation ou d'importation. Le travail de la préparation de ce code de termes commerciaux retomba sur le Bureau et on le termina en 1897. Le travail, tel qu'il est complété, forme trois volumes en anglais, en espagnol et en portugais avec les équivalents pour chaque cas dans les autres langues. Ce recueil est le fruit de sept ans de travail et il est généralement reconnu parmi les personnes faisant le commerce latin américain comme un travail de la plus grande utilité, contenant (comme il le fait) plus de 28,000 termes désignant des articles de commerce rangés par ordre alphabétique dans les langues citées. L'avantage que l'exportation et l'importation retireront d'une pareille publica-

tion est incalculable. On ne peut trouver en aucun dictionnaire espagnol ou portugais la plupart des termes qui sont employés, spécialement en parlant de machines et des différentes parties qui les composent, ainsi que des inventions électriques si nombreuses dans ces derniers temps. Le Ministère des Finances des Etats-Unis adopta, en janvier 1898, le code de nomenclature commerciale comme modèle à l'usage de toutes les douanes sous sa direction et on compte que la plus grande partie des nations intéressées dans le Bureau suivront cet exemple. Le travail le plus important de l'année 1897 a été la préparation de l'Annuaire de Commerce des Républiques Américaines, travail commencé sous le feu directeur, JOSEPH SMITH, que le Bureau a eu le malheur de perdre dans les premiers mois de l'année 1898, un an à peine après sa nomination.

Bientôt après son entrée au Bureau en qualité de Directeur (29 mars 1897,) M. SMITH a été convaincu que l'un des moyens les plus efficaces pour le rapprochement plus étroit des manufacturiers et des commerçants des différentes contrées et par conséquent pour le développement de l'industrie et du commerce, était de leur fournir des renseignements, dignes de foi, sur les maisons intéressées dans les branches particulières de commerce ou de productions, accompagnés des dernières données relativement aux ressources, aux manufacturiers, aux usages commerciaux, aux lois relatives aux patentes et à la propriété littéraire, aux licences commerciales, aux tarifs des douanes, aux règlements de passeports, aux lois minières, etc., des républiques américaines, des colonies des Indes Occidentales et de l'Amérique du Centre et du Sud, avec lesquelles ils sont si intimement associés dans les rapports commerciaux. Les commerçants des Etats-Unis ont reconnu qu'un travail de cette nature était une des nécessités les plus pressantes pour le développement du commerce avec les contrées de l'Amérique Latine. Cette entreprise était d'une grande importance et entraînait des dépenses considérables d'argent et de temps. On l'a dirigée avec le plus grand soin, afin que les publications soient partout reconnues comme une autorité. On a publié le premier volume dans les huit mois qui ont suivi son commencement et le second volume paraîtra prochainement. Monsieur le Ministre SHERMAN, représentant le Comité exécutif du Bureau des Répub-

liques Américaines, accompagné d'autres membres du comité, a offert officiellement au Président Mc KINLEY le premier exemplaire du premier volume de l'Annuaire de Commerce publié par le Bureau le 11 novembre, 1897.

En présentant ce volume au Président, M. le Ministre dit que c'était la première fois qu'une pareille publication paraissait dans le monde. Les membres du Cabinet des Etats-Unis, les Pouvoirs exécutifs et membres des cabinets de toutes les contrées intéressées dans l'Union, de même que les principales chambres de commerce et sociétés commerciales ont envoyé au Bureau des lettres recommandant ce grand travail. Beaucoup des plus importantes maisons commerciales des Etats-Unis ont fait l'éloge de la publication comme étant la plus complète qui ait jamais paru et dont on avait le plus pressant besoin. Cette publication fait voir le profond jugement et l'esprit étendu du feu Directeur.

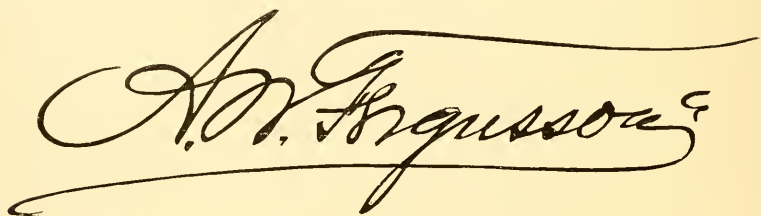
Au décès de M. SMITH, le Ministre des Affaires Etrangères a désigné comme Directeur intérimaire du Bureau, M. FRÉDÉRIC EMORY, Chef du Bureau du Commerce Extérieur et le 28 février, le Comité Exécutif l'a nommé Directeur. M. EMORY a repris le travail où son prédécesseur l'avait laissé et il s'occupe maintenant de mener à bonne fin les intérêts généraux de l'Union Internationale sur les bases établies par M. SMITH. M. EMORY a servi comme Secrétaire du Bureau de mars 1893 jusqu'au 17 avril, 1894, époque à laquelle il fut nommé Chef du Bureau du Commerce Extérieur (alors le Bureau de Statistique) dont les devoirs sont pareils à ceux de sa position actuelle comme Directeur. C'est seulement le 21 mai 1898 qu'on a nommé le successeur de M. EMORY en qualité de Secrétaire du Bureau, cette position étant restée vacante pendant cette période. A cette date, le Comité Exécutif a nommé Secrétaire, Dr. HORACIO GUZMÁN.

Avant l'établissement du Bureau, un des plus grands obstacles au développement de commerce entre les Etats-Unis et leurs voisins du Sud et des Indes Occidentales a toujours été l'ignorance dans laquelle se trouvaient les commerçants et les manufacturiers du pays cité en premier lieu, en ce qui concerne les exigences particulières des marchés qu'ils désiraient contrôler. Comment éloigner cet obstacle au commerce et ouvrir ces marchés aux marchandises des Etats-Unis? C'est ce qui a été l'objet de

beaucoup d'études sérieuses. C'est ici que le Bureau vint au secours du commerçant et du manufacturier actifs et justifia le jugement sain de la Conférence qui avait décidé sa création.

Il y en avait qui décriaient comme chimérique l'entreprise de la Conférence Internationale Américaine et regardaient comme un projet extravagant et inutile la création du Bureau. Toutefois l'importance de cette association comme le grand facteur dans l'économie sociale et commerciale de tout l'Hémisphère Occidental a été démontrée d'une manière claire et pratique. Elle a été reconnue par le Congrès des Etats-Unis qui, dans l'année courante a donné preuve de son appréciation en votant un budget supplémentaire, allouant une forte somme pour faire face aux dépenses nécessitées par la collection, la classification et la publication de l'immense quantité de matières qu'on a données au public sous le titre de "Annuaire Commercial des Républiques Américaines" et aussi en votant à l'unanimité, l'allocation pour le maintien du Bureau pour la prochaine année fiscale.

Son importance a été reconnue par toutes les principales associations commerciales des Etats-Unis et des autres pays formant l'Union, et elle est mise en évidence par le grand nombre d'annonces que les maisons importantes du pays ont fait insérer dans le BULLETIN MENSUEL. Il est prouvé indubitablement que le Bureau a resserré les liens d'amitié entre les divers pays, a étendu le commerce et développé les importants intérêts commerciaux, d'un côté du moins, par l'augmentation énorme, pendant les huit dernières années, des communications postales entre les Etats-Unis et les pays de l'Amérique Latine. Et c'est un résultat très naturel; un Bureau qui place le producteur en communication avec le consommateur doit avoir une grande valeur dans le monde commercial et il n'a besoin que des moyens nécessaires à son existence, afin de démontrer plus clairement son utilité et son habilité à répondre à de si grands besoins.

A large, elegant handwritten signature in dark ink, reading "A. B. Argusson". The signature features a prominent, sweeping flourish that extends from the end of the name back towards the beginning, underlining the entire text.

RÉUNION DU COMITÉ EXÉCUTIF.

APPROBATION DES ACTES DU DIRECTEUR—NOMINATION
DU SECRÉTAIRE DU BUREAU.

Le Comité Exécutif de l'Union Internationale des Républiques Américaines s'est réuni dans la salle diplomatique du Ministère des Affaires Etrangères, samedi le 21 mai, à onze heures du matin. Voici les noms des personnes qui ont assisté à cette réunion: le Ministre des Affaires Etrangères, l'Honorable WILLIAM R. DAY, président; Señor DON MATÍAS ROMERO, Ministre du Mexique; Señor DON JOSÉ ANDRADE, Ministre du Venezuela; Señor DON ANTONIO DEL VISO, Chargé d'Affaires de la République Argentine, et M. FRÉDÉRIC EMORY, Directeur du Bureau des Républiques Américaines. On a lu et approuvé un rapport du Directeur sur la condition des affaires du Bureau depuis sa nomination, le 28 février 1898. Le Directeur a dit qu'il a reçu de différentes sources, des lettres approuvant la méthode présente de conduire les affaires du Bureau. Ces lettres proviennent de différentes sources et même de personnes ayant des intérêts commerciaux tout à fait opposés. Il y a eu un échange général de vues parmi les membres du Comité à propos des détails des affaires du Bureau et on a paru satisfait des résultats de l'administration en vigueur depuis le 28 février. Le Comité a adopté à l'unanimité un projet autorisant le Directeur à nommer un Secrétaire en attendant la réorganisation finale du Bureau. Le Comité a décidé de se réunir à la fin de juin à une date convenable, qui sera fixée plus tard, pour examiner la question de l'avenir du Bureau.

Dans son rapport le Directeur a dit qu'il avait demandé la coopération de l'Association Nationale des Manufacturiers, du Musée Commercial de Philadelphie, de la Chambre de Commerce de New York et d'autres importantes organisations commerciales pour faire d'un commun accord aussi exacte et intéressante que possible, la liste des manufacturiers et des exportateurs spécialement intéressés dans le commerce de l'Amérique Latine, qui était en cours de préparation pour le second volume de l'Annuaire de Commerce, et qu'il a reçu une assistance avantageuse, qui l'encourage à espérer que les résultats en vue seront accomplis. La

plus grande partie du second volume de l'Annuaire ajouta-t-il, est imprimée, et on compte que le volume paraîtra vers le 15 juin. Attendu qu'on a trouvé que le prix fixé en premier lieu pour les deux volumes (\$5) ne suffisait pas à couvrir les dépenses, on l'a mis à \$10 pour l'ouvrage complet. Jusqu'ici ce changement n'a soulevé aucune objection et le Directeur pense qu'on vendra un nombre suffisant d'exemplaires de l'Annuaire d'après ce système pour contribuer matériellement à payer les dépenses sans occasionner aucune dépense au Bureau pour les demandes d'abonnements moyennant commission.

En vertu dit aussi que le changement dans la conduite des affaires du Bureau en abandonnant le système de demandes d'annonces pour le BULLETIN MENSUEL moyennant commission, au lieu de porter préjudice aux revenus du Bureau, au contraire fera atteindre le but primitif du Comité Exécutif en faisant avoir des fonds suffisants pour le développement constant de cette société. On a aussi informé le Comité qu'on a envoyé des circulaires pour inviter les commerçants et les exportateurs des Etats-Unis à s'abonner au BULLETIN MENSUEL et les réponses ont fait voir qu'il y aurait un nombre considérable d'abonnements.

En vertu de ses pouvoirs, le Comité Exécutif a nommé Secrétaire du Bureau, Monsieur le docteur HORACIO GUZMÁN, traducteur en chef de l'espagnol, en attendant l'organisation finale du Bureau. Depuis la démission de Monsieur FRÉDÉRIC EMORY, Directeur actuel, c'est-à-dire depuis le 17 avril 1894, il n'y a pas eu de secrétaire du Bureau. On a trouvé que les intérêts du Bureau réclamaient un fonctionnaire de ce genre, conformément aux vœux de la Conférence Internationale Américaine. Le nouveau secrétaire, Monsieur le docteur GUZMÁN, est un américain de race latine. Il peut parler en espagnol avec la plupart des représentants de l'Union et, vu sa connaissance spéciale des institutions et des systèmes de leurs pays, ses services sont de la plus grande valeur dans la transaction d'affaires avec ces représentants. Il est né dans la ville de Granada, Nicaragua, et est le fils du Général FERNANDO GUZMÁN, qui fut Président de ce pays de 1867 à 1871. Le docteur GUZMÁN a fait ses études à Paris et aux Etats-Unis et, à l'exception de courts intervalles, il a demeuré dans ce pays pendant dix-sept ans environ. Pendant neuf ans il a représenté le Nicaragua à Washington en qualité d'Envoyé Extraordinaire et de Ministre Pléni-

potentiaire. Il était membre de la Conférence Internationale Américaine. Après avoir passé un examen il a été nommé traducteur d'espagnol en juin 1896.

On a donné à Monsieur ARTHUR W. FERGUSON, faisant partie des traducteurs du Bureau, la position laissée vacante par suite de la nomination du docteur GUZMÁN, sous l'autorité accordée par le Comité Exécutif le 28 février.

RELATIONS COMMERCIALES EN AMÉRIQUE.—XII.*

RESSOURCES INTÉRIEURES DE LA CÔTE OUEST DE L'AMÉRIQUE DU SUD.

Dans le BULLETIN MENSUEL du mois de décembre 1897, on a parlé du développement commercial de la côte ouest de l'Amérique du Sud, au point de vue particulier de ses relations avec les Etats-Unis. On se propose maintenant de parler succinctement de la richesse intérieure des contrées du continent sud qui bordent l'Océan Pacifique ou qui en sont adjacentes, à l'exception de la Colombie, dont on a parlé dans un article de cette série publié dans le BULLETIN du mois de mai.

Donc, les contrées sur le littoral de l'Ouest ou qui l'avoisinent sont, suivant l'ordre alphabétique, la Bolivie, le Chili, l'Equateur et le Pérou. Le premier pays cité est la République la plus élevée du Nouveau Monde, ses plateaux élevés entourés de sommets encore plus hauts, couverts de végétation, fournissent un lieu habitable pour l'homme, à une altitude plus élevée que tout autre endroit connu du globe. On estime sa superficie à 576,360 milles anglais carrés, avec une population d'environ 2,000,000 d'habitants. Quand on considère qu'il n'y a qu'un quart de blancs, il est facile de comprendre que la grande richesse naturelle de cet ancien empire des Incas reste en jachère et presque inexploitée. Les industries sont peu nombreuses, et l'agriculture même, la première occupation de l'homme, est dans un état peu avancé. On y trouve les céréales, les pommes de terre, les haricots, etc., en

* Le premier article de cette série traité par le Directeur, feu JOSEPH SMITH, a été publié dans le BULLETIN MENSUEL pour le mois de juillet. La série sera continuée par différents collaborateurs sur les bases établies par M. SMITH.

quantités suffisantes seulement, pour répondre à la demande de la consommation nationale. On exporte le café à la République Argentine et au Chili. Et quoique le sol convienne par excellence à la culture du sucre, on en importe du Pérou plus qu'on n'en fabrique localement, et l'on cultive la canne plus généralement pour la distillation. Le caoutchouc, le cacao et le quinquina figurent parmi les plus importantes productions; la première surpasse la plupart des autres et constitue une industrie considérable. Le Gouvernement de la Bolivie l'encourage et l'augmente par des concessions libérales, et plusieurs compagnies se sont organisées aux Etats-Unis pour s'engager dans l'extraction et l'exportation du caoutchouc.

La Bolivie est le pays choisi du guanaco, dont on se sert universellement comme bête de somme et qui fournit la laine dont les Indiens font beaucoup de tissus, et lorsque l'animal est jeune sa chair est très estimée comme nourriture. On considère cet animal et le lama comme les chameaux du Nouveau Monde. Le dernier, avec l'alapaca et le vicuña fournissent des laines de qualités différentes. Des troupeaux immenses de ces animaux errent sur la surface escarpée du pays. Le chinchilla donne une fourrure fine qui a beaucoup de prix dans le commerce. On connaît trop bien la richesse minérale de la Bolivie pour qu'il soit nécessaire d'en parler ici, et on peut obtenir du Gouvernement de grandes concessions. Bien qu'on élève en grand nombre et qu'on exporte dans les pays voisins des bêtes à cornes, des moutons, des mulets, etc., cette industrie est susceptible d'un développement bien plus grand. En raison de sa position isolée et du manque d'un port maritime depuis la guerre Péruvienne-Chilienne, le commerce extérieur de la Bolivie se fait par Arica, Mollendo, Antofagasta, et les ports de Porto Suarez et de Villa Bella. Les principales importations sont les provisions, la quincaillerie, les vins et spiritueux, les cotonnades, les lainages, les soieries et les vêtements confectionnés. Les exportations sont l'argent, le caoutchouc, le cuivre, la laine, les cuirs et peaux, l'or, le café, le cacao et le quinquina.

Il n'y a aucun bureau de statistiques en Bolivie, et il est par conséquent très difficile, sinon impossible, de se procurer des données officielles exactes; mais on peut dire que le commerce des Etats-Unis avec la Bolivie, en ce qui concerne les importa-

tions, est nul; et quant aux exportations, il n'y en a pas pour ainsi dire. L'Allemagne contrôle, en fait, le commerce d'importation de la Bolivie, parce que ses commerçants ont eu la bonne idée d'y établir des succursales dirigées toutes par des sujets allemands demeurant dans le pays, et parlant couramment la langue espagnole, un talent sans lequel aucun étranger ne peut espérer de réussir.

On ne peut s'attendre à une augmentation dans le commerce d'importation, là où la population indienne domine, et où ses besoins sont si petits, avant que l'établissement de communications rapides et du contact avec le monde n'aient créé des besoins jusqu'ici absolument inconnus. Une école commerciale ferait atteindre au but désiré, des exemples étant plus fructueux en résultats que toutes les circulaires au monde, surtout quand la faculté de lire est confinée à un très petit nombre.

En fait de communications—les grands promoteurs du commerce et de l'industrie—la Bolivie est très défectueuse. La configuration nationale y est pour beaucoup. Il y a une ligne de chemin de fer qui relie le port chilien d'Antofagasta à la frontière bolivienne à Ascotán, d'où elle continue jusqu'à Uyuni, en Bolivie. Un embranchement va à Huanchaca et à Oruro, la longueur totale étant d'à peu près 500 milles. On a accordé récemment des concessions pour la construction d'autres lignes et on a commencé les travaux. Une route va relier La Paz, la capitale, avec la frontière péruvienne; une autre ligne s'étendra de la rivière Paraguay, dans l'est de la Bolivie, à Santa Cruz; une autre encore reliera Oruro et Cochabamba, et une quatrième Chollapata et Potosí. On fait en ce moment les plans et devis pour une autre ligne allant de la Bolivie à la République Argentine. On construit de nouvelles routes carrossables et on jette des ponts suspendus sur les principales rivières. En 1897, la longueur totale des lignes de télégraphe était de 2,980 milles, allant à la République Argentine à l'est, et du Pacifique à l'ouest, avec plusieurs lignes intérieures.

L'exploitation de la Bolivie présente un aspect très séduisant aux habitants trop nombreux des grands centres. On y trouve en quantité des matières premières pour différentes industries, des forêts où la hache du bûcheron n'a jamais passé; des milliers de lieues carrées de terres arables et de plaines étendues qui n'attendent

que la houe et la charrue du laboureur soigneux pour lui rendre au centuple sa peine et son travail; dans son sein gisent des richesses dont on ne peut se faire une idée, et qui enrichiront ceux qui voudront bien les exploiter.

PEDRO DE VALDIVIA, qui conduisit la deuxième expédition espagnole contre le Chili, compara le pays à la lame d'une épée, à cause de sa forme longue et étroite, comparaison qui n'est pas mal à propos, puisque la République a une longueur de 2,270 milles sur une largeur qui varie de 40 à 200 milles. Sa superficie est de 293,970 milles carrés. Aussi étroite qu'elle est, la plus grande partie de son sol habité est d'une fertilité remarquable; le recensement de 1895 accuse une population de 2,712,145, ou 9.2 habitants par mille carré. Il est plus que probable que la population excédait alors ce chiffre qui dépasse sûrement maintenant 3,200,000 habitants, dont la plupart sont entrepreneurs et actifs. Sur ce nombre, un million et demi s'occupe des travaux de l'agriculture, produisant annuellement environ 28,500,000 boisseaux de blé et 9,000,000 de boisseaux d'autres céréales, sans compter les légumes, fruits, etc.

Malgré son petit nombre d'habitants, il est à remarquer que le Chili avance dans la voie industrielle et commerciale. On sait de bonne source, qu'on élève dans le pays chaque année, plus de 500,000 têtes de bétail et 2,000,000 de moutons, de chèvres, etc. Les productions minérales, telles que le cuivre, l'or, l'argent, le charbon, le manganèse, etc., sont très considérables. Les gisements de nitrate du Chili s'étendent sur une superficie d'environ 220,356 acres et l'on estime qu'ils contiennent 2,316 quintaux métriques de nitrate pour le commerce. En 1896 la production totale de ces gisements a été de 1,092,000 tonnes. Ce sont surtout les Anglais qui ont placé leurs capitaux dans cette industrie. On peut se faire une idée du développement industriel du pays, si l'on sait qu'en 1895, le Département de Valparaíso, qui avait à peine 200,000 habitants, possédait 417 établissements industriels, ayant 162 machines à vapeur, de la force de 1,766 chevaux, qui, dans le cours d'une année, ont consommé des matières premières pour une valeur de 20,057,573 pesos, et ont employé 12,616 ouvriers. Parmi ces établissements on remarquait des usines à gaz, des brasseries, des raffineries de sucre, des fabriques de voitures, des scieries, des

fabriques d'eaux minérales et gazeuses, et des tanneries qui, comme on pouvait s'y attendre, forment une branche florissante de l'industrie manufacturière.

Le Chili a été le premier pays de l'Amérique du Sud à entreprendre la construction de chemins de fer, et le Gouvernement a toujours encouragé le développement de son système de chemins de fer, au moyen de subsides et de bonne législation. Au commencement de l'année 1896, la longueur totale des chemins de fer dans la République était de 2,080 milles. Sur cette longueur, l'État en possédait et en exploitait une longueur de 838 milles. Les 1,242 milles restant, qui représentaient 15 lignes différentes, appartenaient à des sociétés particulières qui les exploitaient. A cette époque le Gouvernement avait 331 milles en construction ou à l'état de projet. La ligne principale est celle du Grand Centre, appartenant à l'état et qui se compose de trois grandes divisions, de Valparaiso à Santiago, et de là à Melipilla; de Santiago à Talca, de San Fernando à Alcones, et de Pelequen à Peumo; de Talca à Talcahuano, de San Rosendo à Traiguen, de Santa Fé à Los Angeles et de Roblería à Victoria, soit un total de 766 milles. Les travaux sur le Chemin de Fer transandin, reliant Santa Rosa à Mendoza, qui avaient été interrompus pendant un temps considérable, ont été repris, et seront poussés avec activité par un syndicat anglais. Lorsqu'on aura achevé les 46 milles qui restent de cette ligne, on aura forgé le dernier anneau reliant les Océans Atlantique et Pacifique—Buenos Ayres sur l'Atlantique et Valparaiso sur le Pacifique. On dit que les trains express parcourront en 29 heures les 622 milles séparant les deux ports cités. Il y a 25,000 milles de chemins publics et 2,875 de routes maritimes.

A la fin de 1895 la longueur des lignes de télégraphe de l'État était de 6,965 milles, avec 8,330 milles de fil de fer.

En 1896 la marine marchande du Chili consistait en 188 vaisseaux, jaugeant 105,642 tonnes, dont 42 de ces vaisseaux étaient des vapeurs. Les lignes de vapeurs anglaise, allemande et française font le service régulier entre les côtes du Chili et de l'Europe en passant par le Détroit de Magellan, et on maintient des communications constantes et directes le long de la côte jusqu'à Panama, au moyen de lignes de vapeurs chiliennes et étrangères qui correspondent avec les vapeurs à destination des ports de

l'Atlantique, du Pacifique et du Golfe des Etats-Unis et de l'Europe.

Le Chili importe la totalité des articles fabriqués qu'il consomme; mais le Gouvernement offre des avantages pour l'établissement de nouvelles industries, et il est très désireux d'encourager les manufactures. Il a dernièrement voté \$500,000 pour encourager les entreprises de fer et d'acier, puisqu'on a trouvé qu'il existait en abondance une qualité élevée de minerais de fer.

La République ne peut jamais espérer développer un grand commerce d'exportation avec les Etats-Unis, puisqu'elle envoie principalement à l'étranger le blé, le cuivre, l'argent, le nitrate, le manganèse et l'iode, dont les trois derniers articles énumérés sont les seuls que les Etats-Unis ne produisent pas. Toutefois ce dernier pays pourrait augmenter considérablement son commerce d'exportation au Chili, si ses commerçants confiaient leurs marchandises à des maisons anciennes et respectables dans les villes de Valparaiso, Santiago, et autres, qui feraient des efforts pour les vendre. En effet, l'on peut dire que la richesse du Chili dépend du développement de ses ressources magnifiques. Sa population peu nombreuse ne pouvant suffire par elle-même au travail du développement, il est évident que les étrangers qui s'y établiront auront de grandes chances de succès.

La République de l'Equateur, où les rayons du soleil tombent verticalement sur son sol escarpé, et où règne une confusion botanique en raison de sa conformation physique—l'été se confond avec l'hiver, et la saison des semences se mêle à celle des récoltes—est un pays agricole par excellence. Les écrivains qui l'ont visité se plaignent de la pauvreté de langage pour exprimer la richesse et la magnificence de la végétation dans cette partie du continent américain. L'Equateur possède, en pays boisé seulement, des ressources presque incalculables. Les productions de la côte sont le cacao, le café, le tabac, l'ivoire végétale, et toutes sortes de fruits tropicaux, etc. Dans les régions peuplées de l'intérieur, on produit le blé, l'orge, le seigle, le maïs, la canne à sucre, etc. Ici, on trouve plusieurs variétés de palmiers, de bois brésilien, de gaiac blanc, d'ébène, de cèdre et d'autres arbres de haute futaie; le copal, le sang-dragon, le storax et plusieurs variétés de plantes indigènes dont on obtient des matières tinctoriales; les plantes textiles abondent et le palmier odorant sans tige (*Carludovica palmata*) qui fournit la

matière pour les chapeaux de paille de Panama. Le pays est aussi très riche en minerais; l'or, l'argent, le mercure et autres métaux s'y trouvent en abondance, bien que l'industrie minière soit encore peu développée. Comme industries manufacturières, il n'y a que des usines à sucre, des minoteries, des scieries, des filatures de coton, des tanneries et des distilleries. On fabrique le chocolat en grandes quantités, de même que les chapeaux de paille de Panama précités.

Les principaux articles d'exportation sont le cacao, le caoutchouc, le café, le quinquina, l'ivoire végétale, les chapeaux, le cuir à semelles, les peaux séchées, le bambou, les tamarins, le tabac, le riz et les nattes. Presque chaque article fabriqué aux Etats-Unis, convenable à une population de 1,270,000, dont plus des trois-quarts sont des Indiens, peut y trouver un marché. Cette population est distribuée sur une surface d'environ 120,000 milles carrés, ce qui fait voir qu'il existe ici, par rapport à la surface, la même inégalité de population qu'on trouve dans tous les autres pays du continent sud, et que les étrangers qui voudraient améliorer leur fortune peuvent trouver, dans un sol qui ne demande pas d'engrais, des ressources naturelles qui n'exigent que l'impulsion énergique du travail pour produire des bénéfices qu'on ne peut espérer d'acquérir dans les pays moins privilégiés.

Les communications intérieures de l'Equateur laissent beaucoup à désirer. Dans la plus grande partie du pays, il y a seulement des sentiers à chevaux. La navigation des eaux intérieures se fait par quelques navires de construction américaine ou équatorienne, et par une grande flotte de canots et d'autres petits bateaux.

Il y a un chemin de fer—le seul dans la République—allant de Durán (en face de Guayaquil) à Chimbo, sur une distance de 58 milles. A la fin de l'année 1897, le Gouvernement de l'Equateur a passé un contrat avec un capitaliste de New York pour le prolongement de cette ligne à Quito, siège du Gouvernement. Cette entreprise est hardie et coûteuse, puisqu'il faut traverser des hauteurs de 8,100 à 12,300 pieds au-dessus du niveau de la mer, sur une longueur totale de 404 milles, entre la marée et Quito. La route est traversée par tant de rivières et courants d'eau, qu'on calcule qu'il faudra construire 830 ponts sur la ligne. On estime le coût du travail à \$17,530,000. Il y a cinq lignes de vapeurs

océaniques qui touchent régulièrement aux ports de l'Equateur. Ce sont la Pacific Steam Navigation Company (anglaise), et la Compañía Sudamericana de Vapores (chilienne), qui fait le service entre Valparaiso et Panama avec escale à Guayaquil; la Gulf Line (anglaise), qui fait le service entre Guayaquil et Glasgow, Liverpool et Greenock; la Compagnie Hambourg-Pacifique de Vapeurs (allemande), qui fait le service entre Guayaquil, Hambourg et Anvers; la Ligne Pacifique Française, qui fait le service entre le Hâvre et les ports pacifiques de l'Amérique du Sud. Il y a deux lignes principales qui font le service irrégulier: la Ligne Kosmos (allemande), touchant à Guayaquil environ une fois par mois, et la Merchant's Line, composée de navires anglais affrétés par W. R. Grace & Cie., de New York, faisant le service entre New York et Guayaquil. Ces lignes s'arrêtent aussi aux ports chiliens et péruviens.

Avec une superficie de 463,747 millles carrés, le Pérou a une population de 2,621,844. Pendant presque trois siècles, son nom a fait naître dans l'esprit des visions de richesses et d'opulence qui, par suite d'une longue série de guerres civiles et étrangères, sont devenues à être regardées comme des inventions de l'esprit; mais elles ne sont pas de vaines imaginations. Il existe encore dans ce pays favorisé, une richesse et une opulence qui peuvent être converties de manière à développer et encourager l'industrie, et obtenir les comforts de la vie.

Les ressources agricoles du Pérou sont abondantes et variées, renfermant toutes les productions de la zone tempérée ainsi que plusieurs de celles de la zone torride. Ses denrées principales sont la pomme de terre qui provient de ce pays; toutes les céréales, la canne à sucre, le coton, le riz, le tabac, le café, le cacao, une infinité de fruits, beaucoup de plantes médicinales et textiles, des bois de teinture, et en particulier le coton, le café et le sucre. En 1895, les exportations de coton ont atteint 5,500 tonnes. Les exportations annuelles de café sont environ 1,060 tonnes. Il y a 95,000 acres plantées en canne à sucre, et la production en 1896-97 s'est élevée à 65,000 tonnes.

De même que dans les autres pays où le capital étranger commence à chercher des placements, aussi bien que dans les États-Unis, les industries manufacturières sont encore à l'état d'embryon, mais on fait des progrès rapides dans cette direction. Pendant ces

dernières années, un tarif protecteur a encouragé des entreprises nationales et plusieurs industries importantes ont été établies. La raffinerie du pétrole, article qui se trouve en abondance dans le pays, promet de devenir une source de grande richesse pour la République. On exporte l'huile de pétrole dans l'Equateur, dans la Bolivie et au Chili. On exporte environ 4,000,000 de livres de laine d'alapaca par an, d'une valeur de \$2,000,000 environ. Le Pérou fabrique et exporte annuellement des produits chimiques, des drogues et des matières tinctoriales pour une valeur de \$7,500,000.

S'appuyer sur la richesse minérale, serait répéter une histoire racontée maintes fois; mais on peut dire qu'il y a encore des régions absolument inexploitées qui donneraient des fortunes à ceux qui ont un capital pour les développer. En 1896 on a estimé la production totale de l'argent au Pérou à 300,000 onces. On a dit que le nombre des entreprises minières et les fabriques de fer, et les raffineries de pétrole en opération dans la même année, était de 56, au capital total de 18,781,000 soles (le sole valant maintenant 41 sous environ), presque la moitié des compagnies engagées dans ces industries sont péruviennes. On a fait récemment des découvertes d'or qui confirment tout ce qu'on a dit sur la richesse du pays. Ici, comme partout ailleurs dans les pays de ce genre, le grand obstacle à l'exploitation heureuse des régions minières, est le manque de moyens de communication.

En 1896 la marine marchande du Pérou consistait en 36 vaisseaux de plus de 50 tonnes, avec un tonnage total de 9.953 tonnes et de 96 vaisseaux, au-dessous de 50 tonnes ou un tonnage de 1,246 tonnes.

Les principaux ports de la République sont Callao, Huacho, Ancón, Pascasmayo, Chola, Mollendo, Eten, Supe, Pisco, Salaverry, Payta et Chimboto qui possèdent tous de bonnes jetées, et Callao a de plus un pont flottant de 300 pieds de longueur.

La route de vapeurs qui est d'une importance première aux États-Unis est celle entre Panama et Valparaiso que la Pacific Steam Navigation Company et la Compañía Sudamericana de Vapores, dont on a déjà parlé, monopolisent. Les vapeurs de ces lignes correspondent à Panama avec les vapeurs de la Pacific Mail allant à San Francisco et à Colon, à travers l'isthme et avec les vapeurs

allant à New York, à la Nouvelle Orléans (sur un des voyages) et avec les principaux ports européens. Il y a plusieurs lignes de vapeurs de marchandises engagées dans le commerce extérieur et de cabotage, qui touchent aux ports péruviens.

Il n'y a pas de grands chemins au Pérou. L'Indien, le mulet et le lama fournissent la plus grande partie des facilités de transport.

Le Pérou a dépensé 36,000,000 livres sterling dans la construction de ses chemins de fer, y compris ceux qu'on a cédés au Chili, et les entrepreneurs ont accompli les œuvres d'art merveilleuses, inconnues jusqu'ici.

En 1895 la longueur totale des chemins de fer était de 925 milles, dont 800 appartenaient à l'Etat. Ces 800 milles sont représentés par des lignes qui, en 1890, réunies aux dépôts de guano, aux mines et aux terres publiques, étaient hypothéqués pour 66 ans à la Société Péruvienne, formée en grande partie de capitaux anglais.

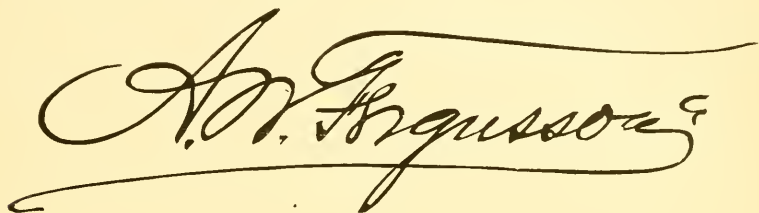
Il y a six lignes de chemins de fer, appartenant à des compagnies particulières qui les exploitent. Le Gouvernement possède 1,491 milles de lignes télégraphiques.

D'après ce qui précède, on verra que la nature a répandu ses bienfaits sur les quatre divisions géographiques nommées ci-dessus, et que tout ce qui leur est nécessaire pour occuper une position enviée dans la grande fraternité des Républiques Sœurs des Amériques, est un accroissement de population ainsi que des moyens de communication meilleurs et plus rapides.

Le rapport fait et les chiffres cités font voir que les capitalistes des Etats-Unis n'ont pas profité de leur coup d'œil habituel ni de l'action énergique qu'ils ont l'habitude de montrer en pareille occasion. Il est inutile d'insister plus fortement sur les avantages nombreux que procurerait au commerce de toute la côte ouest de l'Amérique du Sud et aux côtes est du Golfe des Etats-Unis, la construction du canal du Nicaragua. Un pays manufacturier doit forcément chercher des acheteurs; le pays est au sud des Etats-Unis. Des communications rapides amèneraient les acheteurs à nos portes. Les statistiques sont des choses très sèches. Elles ne sont pas intéressantes au peuple en général. Les incrédules peuvent insister qu'elles sont dirigées par des personnes intéressées; mais si toutes choses humaines restent imparfaites, les

statistiques serviront à les corriger; elles indiqueront, comme les pailles, la direction du vent et des courants de commerce, et ceux de nous qui s'intéressent au commerce devront, comme les sages marins, border nos voiles et arranger notre route pour être à même d'en profiter.

L'Evêque BERKELEY a dit que l'Empire poursuit son cours vers l'ouest. L'étoile du commerce se dirige vers la Croix du Sud.

A large, elegant handwritten signature in dark ink, reading "A. B. Argusson". The signature is written in a cursive style with long, sweeping flourishes that extend above and below the main text.

SENHOR SALVADOR DE MENDONÇA.

Senhor SALVADOR DE MENDONÇA qui, le 18 courant, a remis entre les mains du Président MCKINLEY ses lettres de rappel, terminant sa mission comme Envoyé Extraordinaire et Ministre Plénipotentiaire du Brésil auprès du Gouvernement des Etats-Unis, mission qu'il a si dignement remplie pendant les sept dernières années, emporte avec lui dans son nouveau poste diplomatique à Lisbonne, l'estime cordiale des fonctionnaires et du peuple des Etats-Unis. Le "Washington Post," en parlant de son départ, exprime d'une manière admirable la reconnaissance que les Etats-Unis doivent à ce distingué ministre pour les vues larges et politiques qui l'ont toujours animé, la diplomatie habile, le tact qu'il a montrés, et par-dessus tout l'amitié constante qu'il nous a toujours témoignée comme nation."

Senhor DE MENDONÇA a des principes politiques larges et libéraux dont il a hérité des Radicaux des jours de la Régence, adoptés de bonne heure quand, en qualité de jeune avocat à la barre, il aida à l'établissement d'un journal républicain à Rio, le premier de ce genre sous l'Empire, qu'il soutient encore aujourd'hui avec la plus grande ténacité et le plus grand enthousiasme. Nommé consul-général à New York, il y a vingt-trois ans, par l'Empereur du Brésil qui n'était pas mal disposé envers les répu-

blicains et qui n'hésitait pas en même temps à les envoyer à l'étranger pour représenter leur pays, Senhor MENDONÇA a eu aux Etats-Unis des occasions exceptionnelles pour l'étude des institutions qui l'ont toujours intéressé et pour acquérir une connaissance plus parfaite des juristes et des hommes d'Etat, dont il a appris de bonne heure à respecter les doctrines.

Mais M. le Ministre MENDONÇA ne s'est pas seulement contenté d'observer et d'écouter. Ce représentant de la plus jeune des Républiques de l'Amérique du Sud, en raison de ses larges vues politiques et de sa fidélité constante aux principes du Gouvernement populaire, a, pendant les sept dernières années, inspiré et soutenu ceux qui dirigent les affaires de tout ce continent à adopter des mesures ayant toujours en vue l'élévation de leurs peuples respectifs et l'affermissement de la paix et la conservation de l'honneur nationale. Voici l'appréciation du rédacteur du "Post":

"Dès le commencement jusqu'à maintenant, il s'est toujours montré un travailleur infatigable en tout ce qui tendait à resserrer plus étroitement les relations des Etats-Unis avec sa République grandissante." Ses efforts heureux dans le traité de réciprocité de 1891 avec les Etats-Unis, ses efforts zélés dans la conférence Pan-Américaine pour l'établissement d'une cour internationale permanente pour le règlement amical des différends, et son soutien ardent du Bureau Commercial des Républiques Américaines, représentant l'Union Internationale, sont encore présents dans l'esprit public.

Pendant son séjour aux Etats-Unis, Senhor MENDONÇA, par ses discours publics, par ses articles dans les principales Revues du pays, par sa gracieuse hospitalité, a spécialement gagné l'estime des personnes bien élevées. Ses écrits dans la "North American Review" et son discours récent à l'Association des Manufacturiers à Philadelphie, aussi bien que son discours d'adieu qu'on publie dans ce numéro du BULLETIN, ont une délicatesse de style des plus remarquables quand on songe que l'anglais n'est pas sa langue maternelle. Le monde artistique et littéraire de Washington trouvait chez lui une instruction et une éducation des plus rares, et c'était dans son salon que les représentants de l'Europe et de l'Amérique se rencontraient dans l'intimité la plus étroite qui ait jamais existé à Washington.

Voici le discours de Monsieur le Ministre MENDONÇA et la réponse du Président McKINLEY :

Le Ministre dit :

MONSIEUR LE PRÉSIDENT : J'ai l'honneur de remettre entre vos mains la lettre de rappel par laquelle le Président des Etats-Unis du Brésil termine ma mission auprès du Gouvernement des Etats-Unis d'Amérique.

En espérant que votre Excellence pourra être d'accord avec l'opinion exprimée par mon Gouvernement, que je me suis acquitté de ma mission, conformément à ses instructions, d'une manière agréable à votre Gouvernement, et en joignant mes vœux personnels à l'expression des meilleurs vœux du Président du Brésil pour votre bonheur et pour la prospérité de votre pays, je pourrais considérer comme fini mon discours officiel.

Mais des amis ne se séparent pas en s'exprimant seulement d'après les formes diplomatiques dans l'heure solennelle où la nation est appelée aux armes. Et de plus, ma dette de reconnaissance envers votre peuple et votre Gouvernement pour la considération que j'en ai reçue pendant un séjour d'un quart de siècle environ, est si grande que je ne puis quitter ce pays sans exprimer au premier citoyen de cette puissante République, ma sincère gratitude pour votre bienveillance envers un étudiant de vos institutions et un admirateur du caractère élevé de votre nation.

Ouvrant votre pays depuis les temps coloniaux comme un pays de refuge et établissant votre République sur la base solide de la liberté et de la conscience; donnant au monde les principes de la Déclaration d'Indépendance; affirmant par la consolidation de l'Union et par l'abolition de l'esclavage, que ce continent était dorénavant consacré à la liberté, votre peuple s'est avancé au premier rang comme un facteur puissant de la civilisation moderne. Sans peur devant les forts, magnanime envers les faibles, profondément convaincue que la justice et le droit sont les premiers fondements de l'Etat, et que la droiture est la mesure à observer dans les affaires internationales; industrielle, intelligente, obéissante à la loi et aimant la paix, votre nation peut bien être fière de ses exploits et personne n'a eu une meilleure occasion que moi-même en étudiant les hommes et les lois, d'observer avec satisfaction votre avancement et vos progrès constants.

J'ai vu votre nation dans ses jours de joie et de deuil. A la célébration du centenaire de votre indépendance, j'ai vu le grand maître dans l'art de la guerre ouvrir la grande exposition des arts de la paix, et révéler au monde la double grandeur de la nation qui, en dix ans avait transformé les épées et les armes de guerre en instruments d'industrie. J'ai vu l'enterrement du grand héros dans le centre de votre grande métropole au milieu du deuil de toute la nation et j'ai été témoin de son apothéose célébrée par la voix de la nation toute entière. J'ai vu le premier Magistrat du pays terrassé par la main d'un assassin et j'ai admiré la République continuant sa marche ferme et sereine sous l'empire de la loi. Dans sa joie comme dans sa douleur, la nation ne s'est pas écartée un seul instant de la confiance qu'elle a dans sa grande destinée.

J'ai visité les différentes régions de votre grand pays. Je connais les hommes actifs de l'Est, les généreux habitants de l'Ouest et les méridionaux chevaleresques. J'ai eu la bonne fortune de connaître l'homme d'Etat, l'homme de science,

l'artiste, le fabricant, l'agriculteur et l'ouvrier. Leur idéal commune est l'honneur et la grandeur de leur pays.

J'ai parcouru les sentiers modestes qui conduisent aux lieux sacrés : Mount Vernon, où repose le fondateur de la République ; Hollywood, où sont les restes de Monroe ; Oak Hill, où BLAINE dort de son dernier sommeil.

J'ai écouté les murmures des vents passant dans les branches des chênes qui jettent leur ombre sur leurs tombeaux, et j'ai appris le secret de votre grandeur. Puisse votre exemple inspirer tout le continent. Avant de quitter votre pays, mon désir le plus ardent a été de m'asseoir encore à une table autour de laquelle toutes les républiques américaines établiraient de nouveau, sur des bases plus solides, la convention tracée par le traité non ratifié du 28 avril, 1890, partageant les responsabilités de la politique de Monroe entre les membres du pacte, comme il est dû à leur caractère souverain. Béni soit le jour qui verra la réunion d'un tel congrès, premier pas dans l'établissement d'une diète américaine, haute cour des affaires internationales de notre continent.

En quelque lieu que ma patrie bien aimée m'appelle pour remplir mes devoirs, je puis vous assurer que mon cœur et ma sympathie seront toujours avec votre nation si élevée et avec le porte-drapeau de l'Amérique républicaine, avant-coureur de la liberté humaine qui s'avance jusque dans les derniers retranchements du passé.

RÉPONSE DU PRÉSIDENT MCKINLEY.

Le Président répondit comme suit :

Monsieur le MINISTRE : En me souvenant de vos années de représentation efficace et amicale dans cette capitale, et des relations agréables que vous avez eues avec les fonctionnaires de ce Gouvernement dans l'accomplissement de votre honorable mission, je ne puis que regretter de vous voir appelé à un autre poste, ce qui met fin aux relations personnelles que vous avez si agréablement maintenues avec ce Gouvernement et avec le peuple de ce pays. Mais je dois en même temps vous féliciter de la preuve de confiance dans votre habileté et votre zèle que votre Gouvernement vous a encore temoignée en vous nommant à une autre mission importante.

Vos paroles si éloquentes me font voir que votre long séjour dans ce pays et vos occasions nombreuses d'observation et de rapport avec notre peuple, vous ont fait connaître clairement les origines historiques et morales de notre système politique et intellectuel, ainsi que les motifs élevés qui ont toujours inspiré notre Gouvernement dans ses relations avec les autres pays du monde, soit nos voisins, soit nos amis éloignés, soit nos coadjuteurs, ou nos rivaux généreux dans l'industrie et le commerce, soit nos alliés par les liens du sang et la ressemblance des formes constitutionnelles, ou ceux qui diffèrent de notre race et de notre organisation gouvernementale.

Pendant un quart de siècle environ, vous avez demeuré parmi nous, voyant notre développement domestique et étudiant avec le plus grand intérêt nos problèmes sociaux et politiques qui ont tant étonné toutes les nations pendant ces dernières années du siècle, le plus rempli d'événements, et dont les Etats-Unis en ont eu leur part, tout en suivant la voie qu'ils se sont tracée. Si douloureuse que soit l'épreuve que nous traversons, ou si difficile que soit le problème actuel, vous l'avez vu envisager avec le raisonnement calme et le courage hardi de notre

peuple, fournissant une preuve de plus de la sagesse de ceux qui fondèrent la République sur les bases immuables de l'union, de la justice, du Gouvernement par le peuple et de la charité envers tous.

Je vous souhaite, Monsieur le Ministre, tout le bonheur personnel dans le nouveau poste où le devoir vous appelle. Puissent les relations d'estime et d'amitié qui vous attendent là-bas égaler celles que vous avez formées ici, et dont vous emportez le souvenir.

En vous disant ainsi adieu, je vous prie d'être l'interprète des vœux sincères et fraternels que forment notre Gouvernement et notre peuple pour le Brésil et ses citoyens; puissent-ils recueillir longtemps le fruit de leur dévouement à la cause du Gouvernement républicain et puissent-ils jouir toujours des bienfaits de la paix, du progrès et de l'abondance. Je vous prie d'offrir à Monsieur le Président de la République, les vœux les plus sincères que je forme pour son bonheur.

RÉPUBLIQUE ARGENTINE.

PAYS DE DESTINATION DES PRINCIPALES EXPORTATIONS POUR L'ANNÉE 1897.

Le tableau ci-dessous contient les principaux articles d'exportation de l'Argentine avec les pays de destination pour l'année 1897. Ce tableau, compilé d'après les statistiques officielles du gouvernement, est extrait de la "Review of the River Platte" du 29 janvier 1898.

	Royaume Uni.	Etats-Unis.	France.	Alle- magne.	Belgique.	Italie.
Cuir de bœufs séchés . . .	9, 515	1, 209, 929	91, 285	289, 051	210, 080	482, 820
Cuir de bœufs salés . . .	28, 476	.....	109, 318	352, 717	372, 604	29, 413
Cuir de chevaux séchés . .	.....	.....	6, 828	74, 418	1, 989	.....
Cuir de chevaux salés . . .	.....	.....	11, 206	68, 490	9, 855	.....
Peaux de moutons.ballots..	11, 190	1, 040	48, 075	3, 539	1, 934	4, 939
Poil.....do.....	267	851	469	642	2, 059	462
Suif.....pipes..	5, 837	.....	8, 574	919	414	10, 747
Do.....barrils..	10, 511	.....	4, 011	2, 570	1, 580	432
Do.....tonneaux..	1, 571	.....	11, 205	1, 375	750	3, 517
Peaux de chèvres.ballots..	.....	2, 590	1, 006	.....	2	.....
Laine.....do.....	19, 462	49, 675	138, 110	97, 977	80, 202	18, 546
Moutons châtrés gelés . . .	2, 009, 075	.....	57, 358	.....	.....	.....
Blé.....tonnes..	10, 802	.....	811	1, 233	14, 308	25
Maïs.....do.....	69, 255	.....	44, 712	8, 271	51, 772	16, 202
Graine de lin.....do..	51, 852	.....	43, 767	6, 898	16, 655	2, 138
Farine.....do.....	.....	.....	.....	.....	29	.....
Son.....do.....	259	.....	16, 811	23, 456	3, 460	583
Recoupe.....sacs..	5, 626	.....	150, 002	.....	.....	252
Graine oléagineuse..do..	23, 258	.....	4, 263	94, 908	9, 481	364
Semences pour oiseaux, sacs.....	.....	31	1, 127	.....	3, 069	.....
Foin.....ballots..	1, 512	.....	2, 419	.....	2, 061	639
Quebracho.....tonnes..	1, 160	2, 968	3, 697	38, 713	11, 942	8, 716
Tabac.....ballots..	.....	.....	.....	3, 815	46	.....
Beurre.....caisses..	15, 402	.....	.....	.....	.....	.....
Sucre.....tonnes..	22, 058	5, 099	.....	.....	.....	.....

	Espagne.	Colonie du Cap.	Brésil.	Com- mandes.	Autres pays.	Totaux.
Cuir de bœufs séchés	206,024				2,000	2,500,704
Cuir de bœufs salés	2,674			42,662		937,864
Cuir de chevaux séchés	117					53,352
Cuir de chevaux salés						59,551
Peaux de moutons, ballots	9					70,726
Poil do						4,750
Suif pipes	3,779		3,802			34,072
Do barrils	2,345		5,441		2,345	29,235
Do tonneaux	3,457		6,171		289	28,365
Peaux de chèvres, ballots	7					3,605
Laine do	43					454,015
Moutons châtrés gelés						2,066,433
Blé tonnes	57	12	46,249	18,156	2,636	94,289
Maïs do	3,172	9,994	101,063	55,735	11,258	374,439
Graine de lin do	14		201	45,312	1,015	167,852
Farine do			40,461	2	132	40,624
Son do	233	242	1,799	684	70	47,647
Recoupe sacs					50	155,930
Graine oléagineuse do	188					132,462
Semences pour oiseaux, sacs			11,461	5,263		20,956
Foin ballots		38,035	671,266	4,948	12,474	733,354
Quebracho tonnes				55,070	1,260	123,526
Tabac ballots				180		4,041
Beurre caisses	2		462			15,866
Sucre tonnes		97		13,120		40,374

BRÉSIL.

COMMERCE DE PERNAMBUCO EN 1897.

Le British Foreign Office vient de faire paraître le rapport du Vice-Consul WILLIAMS sur l'industrie et le commerce du district consulaire de Pernambuco pendant l'année 1897.

A propos de la nouvelle entreprise industrielle inaugurée par l'ex-gouverneur, BARBOZA LIMA, pour l'introduction et le développement d'un système consolidé de fabriques de sucre, M. WILLIAMS dit que cette entreprise méritoire n'a pas réussi à cause de la baisse du change et de la mauvaise administration. La plus grande partie du commerce des tissus est entre les mains de trois compagnies suisses, et le reste de ce commerce est fait par des maisons portugaises et brésiliennes. Selon le rapport, il semble qu'il se présente une bonne occasion pour les manufacturiers de tissus des Etats-Unis, mais afin d'en profiter il faudrait des efforts actifs. Les perspectives générales du commerce d'importation sont très favorables en ce moment; on a récemment télégraphié en Europe qu'il y a des entrées considérables comprenant toutes espèces de marchandises, et en raison du peu de stock restant

sous la main, le vice-consul pense que cette demande continuera pendant une période indéfinie.

Le sucre et le coton sont les principales productions et exportations de l'Etat de Pernambuco. Les récoltes de 1896-97 ont donné les plus petits rendements depuis celles de 1889-90. On attribue en grande partie cette diminution au mauvais temps, les sécheresses, de même que les inondations, endommageant beaucoup les récoltes de la canne à sucre et de coton. Les récoltes actuelles (1897-98) promettent d'être un peu plus grandes, mais elles seront encore au-dessous de la moyenne. Les prix plus élevés anticipés de ces denrées font espérer de meilleures conditions financières dans l'avenir. La plus grande partie du sucre et du coton est consommée dans le pays et la quantité exportée devient plus petite d'année en année.

La nouvelle loi de cabotage, limitant le trafic aux navires brésiliens, est entrée en vigueur le 5 décembre 1896. On craignait d'abord que la marine marchande brésilienne ne pût suffire aux exigences du commerce, mais elle a démontré heureusement qu'on pouvait compter sur elle.

Dans cet État, on a installé avec succès, de nombreuses fabriques. Il y a une fabrique de poudre à canon et une filature de chanvre; il y a aussi des filatures de coton, des fabriques de savon et d'allumettes qui, protégées par des tarifs élevés, font de bonnes affaires. Le travail y est abondant et la main d'œuvre bon marché: les heures de travail ne sont pas limitées; dans quelques-unes des fabriques on travaille pendant quatorze heures. Dans les districts agricoles, un ouvrier ordinaire reçoit environ trente sous par jour, et il travaille depuis le lever jusqu'au coucher du soleil.

Pernambuco est bien pourvu de communications sous-marines; il y a aussi une ligne télégraphique s'étendant le long de la côte et appartenant au gouvernement fédéral. Les trois compagnies anglaises qui dirigent les câbles sont: La Brazilian Submarine Telegraph Company de Pernambuco, allant en Europe via St. Vincent (Cap de Verde) et Madeira; la South American Cable Company de Pernambuco, allant en Europe via Fernando da Noronha et Sénégal, sur la côte ouest de l'Afrique; et la Western and Brazilian Telegraph Company, qui fait le service de la côte du Brésil entre Pará et Santos.

La récolte de coton du district de Penedo pour l'année 1897 a

été de 21,000 balles environ, soit une augmentation de 5,000 balles sur la production de l'année précédente, et les prix ont varié de \$1.90 à \$2.30 les quinze kilos. La récolte du maïs est considérable; elle s'élève à 54,000 sacs, soit une augmentation de 32,000 sacs sur l'année dernière. La récolte du sucre est presque nulle, 10,000 sacs peut-être, à cause d'une grande inondation qui a détruit la canne à sucre pendant sa période de croissance. Le commerce de peaux de chèvres et de moutons a subi une grande diminution; Panedo qui recevait par mois 50,000 peaux, il y a deux ans, n'en reçoit plus que 15,000 environ. On estime les peaux séchées et salées à 70,000 par an. On rapporte de Ceará que le plantage du maniçoba se fait avec beaucoup d'attention, et on espère avoir un million d'arbres en pleine croissance dans les quatre années prochaines. Le maniçoba est une espèce d'*Euphorbiacea*, dont le suc contient du caoutchouc. Ce caoutchouc ressemble de si près à celui de Pará, qu'on le vend dans les marchés européens sous le nom général de "caoutchouc brésilien," sans faire aucune attention à sa provenance. Le maniçoba abonde dans l'Etat de Ceará, surtout dans les districts de Ceará, de Baturite et d'Itapipoca. Les prix varient de 58 sous à \$1 par kilo. Le procédé de l'extraction de ce caoutchouc est presque le même que celui qu'on emploie dans les Etats de Pará et d'Amazonas.

Le rapport reçu de Parahyba do Norte montre que la récolte de coton de ce district surpasse de beaucoup celle de 1896, tandis qu'on constate une diminution dans celle du sucre. La majeure partie du sucre produit dans la province de Parahyba est expédiée à Rio et aux ports du sud, et le reste aux Etats-Unis.

Le Vice-consul BOLSHAW dans son rapport de Rio Grande do Norte dit que l'année s'est montrée favorable pour les productions principales, telles que le coton, le sucre et le caoutchouc. On expédie le coton presque exclusivement aux ports brésiliens du sud pour être consommé dans les fabriques nationales, tandis que le caoutchouc, les peaux et cuirs sont expédiés aux Etats-Unis, marché qui monopolise pour ainsi dire la production sucrière.

AVIS AUX EXPORTATEURS.

En vue de la santé publique, le gouvernement a trouvé bon de soumettre à une inspection sérieuse et à une analyse officielle,

avant leur entrée dans la consommation générale, les vins de toutes sortes, le saindoux et les autres aliments arrivant dans le pays. La loi d'après laquelle on fera l'analyse est ainsi conçue :

Les vins, le saindoux, aussi bien que tous les autres produits alimentaires condamnés par le Laboratoire National, ne peuvent pas être livrés et les propriétaires ou les consignataires seront obligés de les réexporter dans le délai indiqué par les inspecteurs des Douanes, et dans le cas où ils ne se conformeraient pas aux obligations ci-dessus mentionnées, les articles seront détruits et les importateurs ou consignataires seront condamnés à une amende de mille milreis, conformément à la loi No. 489 du 15 décembre 1897.

Seront considérés comme nuisibles à la santé publique et conséquemment condamnés, les vins, de même que toutes les substances alimentaires contenant de l'acide borique ou salicylique, de l'alcool de mauvaise qualité, des acides minéraux, des acides sulfuriques, sulfuréux, nitriques ou hydrochloriques, du sulfite, de l'alun, du fluosilicate, de l'acide fluorique, de l'alcaloïde, du saccharin, des sels de strontiane, du plomb, du zinc, du fer blanc, de l'arsénique, de l'antimoine, du sulfate de potasse, en quantités de plus de deux grammes par litre de vin, à l'exception des vins contenant de l'alcool au-dessus de 20°, pour lesquels on permettra quatre grammes de sulfate de potasse par litre. Les matières qui peuvent remplacer le houblon dans la bière, telles que l'absinthe, la quassia, le colchique, la pircotoxine, la colquinte, la noix vomique, l'acide pyrique, l'aloès, ainsi que les essences préparées avec des éthers provenant de graisses; les matières colorantes provenant du charbon et combinées avec du plomb, du mercure, du cuivre, de l'arsénique, de l'antimoine, du barium ou toute autre substance reconnue ou pouvant être reconnue par la science comme nuisible à la santé.

Et en tout cas, l'importation de vin reconnu comme étant artificiel est défendue, même s'il ne contient pas de substances nuisibles à la santé; et la première partie de cette loi sera applicable quand la partie intéressée n'aura pas, dans le délai fixé par l'inspecteur, réexporté les vins condamnés.

En plus, il est à remarquer que les articles précités ne peuvent pas être soumis à une analyse aux ports situés dans les autres états et loin de la capitale. D'après le règlement suivant, qui est encore en vigueur, daté du 11 octobre 1897, on doit envoyer des échantillons à Rio, même si les marques de fabrique sont très connues dans le commerce international, sinon dans les marchés nationaux. Ainsi, il peut arriver des retards très sérieux dans la livraison des marchandises—

Vu que la plupart des états ne sont pas pourvus de laboratoires pour l'analyse des substances comprises dans l'article 40 de la loi No. 428 du 10 décembre 1896, et qu'on a fait des réclamations innombrables à propos des analyses faites dans quelques-unes des institutions, on a décidé d'envoyer officiellement au Laboratoire National un échantillon pour l'examen quand l'article importé est inconnu

dans le marché local et que ce laboratoire ne s'est pas encore prononcé. On doit procéder de cette façon lorsque tout article d'importation paraît nuisible à la santé publique.

En dehors de ce cas, le Département des Etats doit être guidé par les analyses du Laboratoire National publiées dans le "Boletim da Alfandega do Rio de Janeiro" et dans la circulaire No. 16 du "Diario Oficial" en date du 11 mars dernier.

LE MINISTRE BRASIL.

Le Senhor JOAQUIN FRANCISCO DE ASSIZ BRASIL, récemment nommé Envoyé Extraordinaire et Ministre Plénipotentiaire du Brésil aux Etats-Unis, vient d'être reçu officiellement par le Président McKINLEY, comme successeur du Ministre MENDONÇA, qui a été transféré à Lisbonne. M. BRASIL a été long temps dans le service diplomatique, son dernier poste ayant été la mission très honorable et délicate du Portugal.

COSTA RICA.

ETAT DES FINANCES, DE L'INSTRUCTION ET DE L'INDUSTRIE.

Le 1^{er} mai le Congrès National s'est réuni, conformément à la loi, en séance régulière. Ce jour-là, le Président de la République envoya son message habituel, dans lequel il donne un résumé succinct du progrès général du pays pendant l'année fiscale finissant le 30 avril, date qui termine aussi le terme présidentiel commençant en 1894.

Le message parle d'abord des difficultés récentes avec le Nicaragua, et fait remarquer la chaleur patriotique, l'esprit d'union et d'enthousiasme que tout le pays a montré en soutenant le Gouvernement et en préparant sa défense. Il fait aussi allusion aux négociations de paix qui se sont terminées par un traité d'arbitration signé à bord du navire de guerre l'*Alert*, et conclut ce sujet de la manière suivante: "A ce propos, je suis heureux de remplir un devoir sacré, le devoir de donner ici, au nom du peuple et du Gouvernement de Costa Rica, une expression toute particulière de reconnaissance aux gouvernements éclairés du Guatemala et des Etats-Unis d'Amérique pour leurs bons offices en faveur de la paix, de même qu'à leurs dignes représentants, MM. MERRY et LIANFIESTAS, chargés d'une mission si importante et transcendante

dans laquelle le Señor LIANFIESTA a eu la bonne fortune d'obtenir une assistance active et une coopération effective."

A l'exception de l'incident cité, la condition normale de la République, sa marche en avant et ses habitudes d'ordre et d'amour de la paix et du travail, habitudes caractéristiques du peuple de Costa Rica, n'ont pas souffert un seul instant.

Les relations amicales que le Costa Rica entretient assidûment avec les nations de l'Amérique et de l'Europe deviennent de jour en jour plus cordiales, et il n'existe aujourd'hui avec aucune d'elles une seule question qui puisse les troubler ou les affaiblir le moindre peu. Pour arriver à ce résultat, duquel le pays reçoit, malgré sa superficie peu étendue, des témoignages d'estime et de considération de la part de nations puissantes en raison de leur grandeur et de leur culture, le Gouvernement n'a épargné aucun effort dans les limites de son pouvoir et dans l'accomplissement des devoirs qui lui sont imposés par la loi internationale et par la civilité.

L'état de l'instruction publique est florissant. Sans négliger l'instruction professionnelle et secondaire, le Gouvernement a prêté une attention particulière à l'instruction élémentaire, car c'est une obligation inévitable de l'Etat et un besoin péremptoire du peuple.

Il n'y a rien sur lequel les Costariciens peuvent se féliciter si justement que sur l'état de l'instruction publique, l'enthousiasme avec lequel elle est recherchée et encouragée et la protection efficace qu'elle reçoit de la part du gouvernement.

Pour montrer la propagation de l'instruction pendant l'Administration, il est seulement nécessaire de faire connaître qu'en 1893 il y avait 280 écoles, et qu'en 1898 il y en avait 388. La matricule de l'année précédente comptait, en moyenne, 17,517 élèves, et aujourd'hui elle en régitre 23,134. En 1893 on comptait 17 maisons d'école, et en 1898 le nombre s'élève à 259, et pendant cette période on a augmenté de 332 le nombre des instituteurs. Les comités d'instruction publique possèdent 259 maisons d'école et ont en construction 31 autres, et 78 en projet. On évalue à beaucoup plus de \$1,000,000 de pesetas les bâtiments et les terrains destinés aux écoles, que l'on a acquis principalement au moyen de souscriptions directes du peuple et d'assistance libérale de la part

du gouvernement, pendant la même période. Cette simple comparaison est une preuve éloquente du dévouement du gouvernement pour l'instruction, que l'on considère un des plus importants privilèges qui puissent être accordés à un peuple.

Après avoir prévu au maintien de l'ordre public et à la tranquillité sociale, après avoir établi sur des bases solides, l'instruction morale et intellectuelle du peuple, il ne reste rien de mieux à faire pour l'Etat que de diriger ses efforts les plus énergiques sur le développement des intérêts économiques, puisqu'ils constituent les éléments les plus indispensables de la prospérité et du bien-être des nations. Mettre en exécution cette doctrine par les moyens conseillés par l'expérience, sans perdre de vue les conditions spéciales du pays, les moyens de production, de même que ceux d'échange international, a été la tâche du Gouvernement, entreprise avec une foi invincible, une résolution constante et un ensemble de projet qu'inspire la conviction intime des bons résultats à espérer.

La bonne organisation du Trésor public, l'honnête administration des revenus qui le constituent et leur bon placement, forment la base indispensable pour mener ce projet à un bon résultat. Le Gouvernement a pu, à l'aide puissante de cette condition d'affaires, faire face à de lourdes obligations pécuniaires contractées par les administrations précédentes, et entreprendre des travaux d'un grand bénéfice pour l'augmentation de la richesse et le développement du pays.

Pendant l'année fiscale de 1897-98, les revenus publics se sont élevés à \$8,424,104. Cette somme dépasse de \$936,935 les revenus de l'année précédente et de \$320,172 les estimations. Les dépenses se sont élevées à \$8,315,455, ce qui laisse un excédent de \$108,650.

Le Gouvernement qui croit fermement que le système monétaire établi sur l'étalon d'or achèvera les résultats souhaités, a en dépôt une valeur de \$1,000,000 en or, et il propose de faire les prévisions nécessaires pour assurer la circulation de cette monnaie, avant la date prévue pour la réforme monétaire.

On connaît la place importante qu'occupe le crédit dans le développement économique d'un pays. Le crédit du Gouvernement dans l'intérieur de la République, aussi bien qu'à l'étranger, jouit d'une entière confiance, en raison de l'acquittement fidèle

des obligations contractées, principalement pour la dette extérieure qu'on paye avec la plus grande formalité.

Parmi les travaux publics, la construction du Chemin de Fer du Pacifique figure comme le plus important à cause de son importance vitale dans le pays. De 1,000 à 1,200 hommes sont occupés à cette construction qui est poussée avec la plus grande activité. On a déjà posé les rails des quinze premiers milles, et selon les informations reçues de la compagnie de construction, la ligne sera construite jusqu'à Rio Grande, distance de 25 milles, au mois de juillet ou d'août. L'entrepreneur compte terminer entièrement et livrer le chemin de fer au trafic l'année prochaine, terminant ainsi la ligne interocéanique entre Limon sur l'Atlantique et Tivives sur le Pacifique.

Au port de Tivives, sur le Golfe de Nicoya, pas loin de Puntarenas, on entreprendra des travaux d'amélioration, et le Gouvernement est en pourparlers avec une honorable maison française, qui en a déjà fait les plans nécessaires.

On a entrepris beaucoup d'autres travaux d'utilité publique, et des efforts se font pour leur achèvement. Parmi ceux-ci on peut mentionner la maison de correction nationale, plusieurs routes carrossables, et au Port Limon les travaux sanitaires, l'élargissement du port au moyen de brise-lames et autres travaux.

Le Président loue la conduite de l'armée qui marcha à la frontière à cause des difficultés précitées et termine son message dans les termes suivants :

“La paix ayant été conclue dans des conditions honorables, l'armée, opposée par nature et par tradition aux aventures militaires, songe à sa famille bien aimée et y revient pour s'adonner aux joies paisibles de la famille et des tâches rémunératrices du travail.”

PRÉSIDENT IGLÉSIAS—INAUGURATION DU SECOND TERME.

Conformément à la loi et à l'habitude, le nouveau terme présidentiel a été inauguré le 8 courant. Le Président IGLESIAS, réélu pour le nouveau terme, ratifie, dans son discours d'ouverture, le programme de sa première administration progressive et le termine par ce paragraphe significatif :

A la clôture de mon premier terme présidentiel, permettez-moi d'exprimer dans ce discours comme expression sincère du sentiment public, que je crois interpréter fidèlement, la reconnaissance de la nation envers toutes les colonies

étrangères qui résident dans le pays, pour leurs donations spontanées et généreuses pour le soulagement des calamités provenant inévitablement de l'état de guerre dans lequel la République s'est trouvée il y a quelque temps. Le Gouvernement de Costa Rica considère que cette attitude, aussi noble qu'elle était cordiale, est une réponse à l'amitié qu'il ressent pour les colonies étrangères, à cause de leur caractère élevé et de leur soutien efficace dans le travail de notre progrès.

EQUATEUR.

CONSTRUCTION D'UN BÂTIMENT POUR LA DOUANE A GUAYAQUIL.

Le Gouvernement vient de mettre en adjudication la construction d'un bâtiment pour la Douane à Guayaquil. Voici les conditions de cette adjudication :

Conformément aux ordres reçus du Ministre des Travaux Publics, la construction d'un bâtiment pour la Douane dans le port de Guayaquil sera soumise à l'adjudication.

Les personnes intéressées pourront prendre connaissance des plans et de tous les renseignements qui s'y rapportent, ainsi que du cahier des charges, au bureau du Secrétaire de la Province ou au Palais du Gouverneur.

Pour le paiement dudit bâtiment, la loi douanière réserve 4 pour cent de la surtaxe sur les droits d'importation qui, d'après les calculs, doivent produire en moyenne 150,000 sucres par an, et cette somme a dû être mise en dépôt depuis le 1^{er} janvier dernier.

La personne ou l'association qui aura l'adjudication sera obligée de payer au Gouvernement, avant la signature du contrat, 6,000 sucres comme prix des plans du bâtiment.

On recevra les soumissions au bureau du Secrétaire de la Province et aux Consulats équatoriens, à New York, Paris, Liverpool, Bruxelles et Hambourg, jusqu'au 31 août 1898.

NOTES INDUSTRIELLES.

Selon les informations reçues, on prévoit dans les provinces de Los Rios et Guayas une excellente récolte de cacao, denrée principale de cette région. L'état financier de la République est satisfaisant, et sous l'influence de la paix qui règne partout dans le pays, et du régime libéral du Président ALFARO, la perspective générale est des plus brillantes.

Le contrat pour la construction du chemin de fer s'étendant de la côte à Quito a été signé avec MM. DRAKE, STRATTON & C^{ie}., et M. HARMAN est parti pour Londres afin de terminer les arrangements nécessaires avant de commencer les travaux.

HAÏTI.

MOYENS PROPOSÉS PAR LE MINISTRE POWELL POUR AUGMENTER LE COMMERCE AVEC LES ETATS-UNIS.

“The Manufacturer,” journal publié à Philadelphie, contient dans son numéro du 7 mai un long article écrit par M. WILLIAM POWELL, Ministre des Etats-Unis à Haïti, dans lequel il indique les obstacles existant actuellement qui empêchent le développement du commerce entre les deux contrées et propose les moyens de remédier à ces conditions. Le Ministre dit, en substance : Les fabricants doivent envoyer des agents qui comprennent la langue française pour étudier les goûts des habitants, leurs couleurs favorites, leurs préférences et leurs aversions pour les différentes espèces de marchandises, et alors chercher à y faire le commerce en fabriquant les marchandises que les habitants désirent. Ces matières, si petites qu’elles paraissent, empêchent la vente de marchandises américaines, principalement de tissus. Un autre point important auquel on doit faire attention, est la longueur des pièces que l’acheteur demande, car nos manufacturiers ont certaines idées arbitraires à cet égard, à savoir, que l’acheteur doit accepter les marchandises ou s’en passer. On doit apporter le plus grand soin dans l’emballage des marchandises, afin qu’elles présentent un aspect attrayant en arrivant sur le marché, ce qui les rendra plus vendables.

La pomme de terre qu’on cultive à Haïti est d’une qualité inférieure, et pendant plusieurs années on n’y vendait que les pommes de terre de provenance américaine. On a demandé maintes fois aux expéditeurs américains d’envoyer les pommes de terre en petits paquets, au lieu d’employer des barils et des sacs. On n’a fait aucune attention à cette demande, et les commerçants de France en apprennant ce fait, envoyèrent à titre d’essai, des pommes de terre en mannes, ce qui a réussi, et maintenant les pommes de terre de France y trouvent un marché facile, à l’exclusion du produit américain. On peut en dire autant du beurre qui y est consommé ; la meilleure qualité provient du Danemark, mise en seaux de deux livres, qui s’y vendent avec facilité. Le produit américain est aussi bon, et sous beaucoup de rapports il est même supérieur, mais à cause de l’emballage qui ne se prête pas aux besoins, il est invendable.

Les moyens de communication entre la côte et l'intérieur du pays sont mauvais; les routes sont mal entretenues et montagneuses et on se sert de l'âne, la bête de somme universelle, de sorte que les petits paquets sont une nécessité. Si l'on portait remède à ces maux, le marché serait en peu de temps sous le contrôle des industriels américains. Les communications entre les différents ports de la République se font par eau, soit par des vapeurs ou des voiliers, et le commerce intérieur se fait au moyen des bêtes de trait. Il se présente une occasion excellente pour les Américains entreprenants possédant des capitaux et de l'énergie pour la construction de chemins de fer. Le climat est magnifique et même pendant la saison pluvieuse, les matinées sont claires, la pluie ne tombe jamais que tard dans l'après-midi ou dans la nuit.

L'agriculture est l'industrie principale du pays et la meilleure source de revenus provient du café, du bois de campêche et du cacao. La culture des fruits pourrait être un commerce très lucratif, car on donne peu d'attention à la culture de l'orange, de la banane, du cacao, des citrons et de la noix de coco. Il n'y a dans l'île qu'un établissement manufacturier, et il appartient à un américain entreprenant qui a conçu des projets qu'il a mis à exécution pour l'emploi des bois précieux qui s'y trouvent. La République possède des ressources merveilleuses qui ne sont pas encore exploitées; son sol est fertile; ses mines de houille, de zinc, de cuivre et de sel attendent l'entreprise américaine.

La plus grande partie des commerçants est favorable à un traité de réciprocité avec les États-Unis, mais ce n'est pas possible avec ce Gouvernement, car la principale partie de leurs impôts provient des droits obtenus sur les importations, aucun impôt n'étant perçu sur la propriété foncière et sur les immeubles. Les droits d'importation seront bientôt augmentés de 25 pour cent, et la somme obtenue de cette manière constituera un fonds d'amortissement dans le cas où l'on effectuerait un emprunt. Cet emprunt est destiné au rachat du papier-monnaie et à l'établissement de l'étalon d'or dans le pays. Après le retrait du papier-monnaie toutes les obligations nationales et particulières seront basées sur la valeur du dollar américain en or, qui, à l'avenir, sera l'étalon de valeur et le seul moyen d'échange.

Voici, d'après le rapport de la Banque d'Haïti, les exportations pendant les quatre mois commençant le 1^{er} octobre 1896, et finissant le 1^{er} janvier 1897 :

Ports Haïtiens.	Café.	Cacao.	Campêche.
	<i>Livres</i>	<i>Livres.</i>	<i>Livres.</i>
Port-au-Prince.....	5, 224, 381	124, 283	500, 000
Cap Haïtien.....	6, 522, 134	63, 053	2, 448, 600
Saint-Marc.....	322, 728	.....	3, 855, 000
Gonaïves.....	3, 189, 409	5, 767	7, 409, 450
Port de Paix.....	426, 598	3, 461	3, 844, 000
Petit Goave.....	2, 494, 558	.....	.....
Miragoane.....	494, 499	.....	1, 643, 450
Jérémie.....	2, 115, 822	554, 722	290, 000
Aquin.....	855, 661	.....	756, 000
Aux Cayes.....	4, 701, 550	.....	1, 046, 000
Jacmel.....	6, 989, 903	.....	110, 000
Total.....	33, 337, 243	751, 286	21, 902, 500

De plus, la République d'Haïti a exporté pendant cette période de différents ports, 47,639 livres de coton, 3,975 pieds de bois d'acajou, 42,637 livres de cuir de bétail, dont on a expédié 25,491 livres du Port-au-Prince seulement; 10,910 livres de gomme de gaïac, 2,960 livres de cuivre, 5,583,400 livres de racines de campêche, 5,553,400 livres étant exportées du Port-au-Prince; 9,355 livres et soixante paquets de peaux de chèvres expédiés presque entièrement du Cap Haïtien, 10,870 livres de peaux d'oranges, 2,660 livres de bois de gaïac, 210 gallons de miel, 321 gallons de rhum, et 1,259 livres de cire. On voit que le café est le principal article d'exportation. En basant notre estimation de la récolte sur les exportations qui ont lieu pendant les quatre premiers mois de moisson, on peut placer la récolte de 1896-97 à 67,000,000 de livres, mais comme la moisson a commencé tard, et qu'elle semble très abondante, on compte qu'elle a dépassé 70,000,000 de livres. Les exportations totales du café pendant les dernières années ont été les suivantes :

1895-96.....	47, 643, 451
1894-95.....	75, 371, 865
1893-94.....	58, 426, 100
1892-93.....	70, 829, 779
1891-92.....	67, 831, 893
1890-91.....	56, 692, 039
1889-90.....	78, 213, 445

NICARAGUA.

LOI RELATIVE AUX MATIÈRES EXPLOSIVES.

Les règlements suivants concernant les matières explosives au Nicaragua présentent un certain intérêt par suite du mouvement qui se fait à présent au sujet du canal. Ils intéressent aussi les personnes qui ont l'intention de s'engager dans les entreprises minières dans ce pays.

ARTICLE 5. Aucun particulier ne peut garder plus de 2 livres de poudre, 5 livres de plomb, 500 capsules, et 200 cartouches, même s'il garde ces objets en différents endroits; mais les propriétaires de deux ou plusieurs plantations ou entreprises peuvent garder dans chacune d'elles les quantités accordées dans cet article.

ART. 6. Ceux qui violeront l'article ci-dessus, et les marchands qui ne se conformeront pas aux ordres donnés dans l'article 2 de cette loi, seront poursuivis et punis comme contrebandiers.

ART. 7. Les mineurs et autres industriels qui sont obligés de garder pour leur travail plus de poudre que ne le permet l'article 6, doivent obtenir du Ministre des Finances une autorisation spéciale qui leur sera accordée ou refusée suivant les résultats d'une enquête faite à ce sujet.

CONTRAT AVEC LA PACIFIC MAIL STEAMSHIP COMPANY.

Le British Foreign Office vient d'être informé en date du 25 mars, par le consul de Sa Majesté à Granada, que le gouvernement du Nicaragua a renouvelé le contrat avec la Pacific Mail Steamship Company pour le transport des malles-postes, des marchandises et des voyageurs, aller et retour des ports de Corinto et de San Juan del Sur. Par cet arrangement, ces ports seront mis en communication directe avec New York, deux fois par mois, par trois lignes différentes au lieu de deux comme auparavant.

LA CULTURE DU COTON DANS L'AMÉRIQUE DU SUD.

Un représentant de la maison importante GRACE & CIE., de New York (maison qui possède de grands intérêts toujours croissant sur la côte ouest de l'Amérique de Sud), vient de rentrer aux Etats-Unis. Il fait connaître que les agriculteurs au Chili et au Pérou s'occupent spécialement depuis peu de la culture du

coton. En plus de ce fait agricole, il y a un projet évident de développer d'importants intérêts manufacturiers. Au Chili, le Gouvernement a fait le premier pas dans cette voie, en supprimant jusqu'en 1902 le droit sur toutes les machines qui servent à tisser, comme on l'a déjà dit dans un numéro précédent du BULLETIN MENSUEL. Par suite de cette suppression d'impôt, on a expédié au Chili de grandes quantités de machines américaines pour cet usage. En vue d'encourager le développement de la culture et de la manufacture du coton et des autres industries, on a inauguré dernièrement à Lima, une exposition permanente de toutes sortes de machines, et les rapports que l'on reçoit de cette exposition indiquent que les fabricants des Etats-Unis, de l'Angleterre et du continent européen profitent de cette occasion pour faire connaître leurs machines.

L'achèvement prochain du chemin de fer Trans-Sibérien et la mise en exécution des travaux projetés dans les contrées orientales lointaines, ouvriront sous peu une nouvelle ère de commerce et d'industrie dans cette partie du monde, et il est très probable que l'impulsion donnée à la culture et à la filature du coton dans les contrées précitées, est faite en vue des nouveaux débouchés que ce commerce oriental offrira.

COMMERCE DE FARINE AVEC L'AMÉRIQUE DU SUD.

A la séance annuelle régulière de l'Association des Meuniers, tenue récemment à Indianapolis, on a discuté à fond la question de l'entretien et de l'expansion du commerce de farine des Etats-Unis avec le Mexique, l'Amérique du Centre et du Sud.

On s'est entendu principalement sur les efforts que doivent faire les meuniers, ainsi que les autres fabricants des Etats-Unis pour trouver de nouveaux débouchés. Plusieurs grands minotiers ont déjà établi avec les contrées de l'Amérique Latine des relations commerciales en général qui ont produit de bons résultats, et les paiements, quoique lents ont été ponctuellement effectués. Le grand obstacle au plein développement de cette branche de commerce est que les facilités offertes par les banques américaines manquent totalement dans ces pays. On a dit qu'un meunier de

Saint-Louis a développé un très grand commerce dans l'Amérique du Centre et du Sud et on a proposé comme moyen profitable une association de minotiers, opérant conjointement et pouvant faire des opérations commerciales qu'un seul homme ne pourrait faire.

Un de ceux qui a pris la parole s'est exprimé ainsi: "Ma compagnie a fait directement quelques affaires avec la République de Costa Rica et le Yucatan; le grand obstacle à ce commerce est la difficulté de faire les recouvrements à cause du peu de facilités offertes par les banques. Les commerçants sont honnêtes, mais ils règlent à très longue échéance et vous envoient comme paiement une traite à soixante jours sur une maison de New York."

Ce rapport est conforme aux idées de commerçants les plus importants qui ont fait des efforts en vue d'établir des arrangements commerciaux sûrs et stables avec les contrées au sud des Etats-Unis; mais il y a cette grande difficulté provenant du manque de facilités de paiements, difficulté contre laquelle les commerçants et les fabricants ont toujours à lutter. De plus, on a besoin d'établir des communications par bateaux à vapeur.

LA FIBRE DE RAMIE.

EXPÉRIENCES FAITES À LIMOGES, FRANCE.

M. THOMAS BARRACLOUGH, de Londres, a lu récemment dans l'Institut Impérial, un article sur la culture et la manufacture de la fibre de ramie. Cet article a été préparé et lu sous les auspices de la Société des Arts, et on le publie en entier dans le journal de la société.

Sur l'invitation de M. BARRACLOUGH, un nombre de personnes intéressées à la culture, à la préparation et à la manufacture de la ramie, se sont réunies à Limoges, France, le 27 juillet 1897, pour faire un examen des résultats pratiques de la machine de décortication de "Faure." La ramie, dont on s'est servie dans cet essai, était cultivée dans la plantation de M. FAURE, aux environs de Limoges, et on a fait cette expérience pour déterminer si le travail de décortication fait à la machine, donnait des résultats aussi effectifs et aussi satisfaisants que s'il était fait à la main, comme on a l'habitude de le faire en Chine.

Après une longue discussion sur les différentes méthodes, on a

adopté à l'unanimité la résolution suivante qui a été signée par toutes les personnes présentes :

LIMOGES, 27 juillet 1897.

Les soussignés qui ont assisté aux expériences faites par M. FAURE avec sa nouvelle machine pour la décortication de la ramie, sont heureux de déclarer que les résultats obtenus les ont complètement satisfaits. Ils pensent que la décortication de la ramie faite par la machine Faure donne des résultats aussi bons que si elle était faite à la main. Ils disent que le problème de la décortication mécanique de la ramie est maintenant entièrement satisfaisant.

Une des personnes présentes, M. BLUNTSCHLI, directeur-gérant d'un syndicat qui possède de grandes plantations de ramie à Sumatra, dit qu'il s'est servi de la machine à décortication de M. FAURE et qu'il en a été pleinement satisfait; de plus, qu'il est convaincu que la fibre produite est égale à celle que produit la main d'œuvre dans les pays de l'Orient.

Le BULLETIN MENSUEL a de temps en temps attiré l'attention, non seulement sur les emplois variés auxquels cette fibre précieuse peut être appliquée, mais aussi à son introduction dans les pays de l'Amérique du Sud et du Centre, au Mexique, aussi bien que dans quelques régions des Etats-Unis qui se prêtent à sa culture. On a aussi mentionné le fait que l'on a, pour ainsi dire, vaincu la grande difficulté de décortication et de dégomme de la fibre par les différentes inventions mécaniques.

Il semble maintenant qu'il ne reste plus à faire pour le développement complet de cette industrie, que d'associer dans une plus grande coopération, le producteur et le manufacturier de ce continent.

MISCELLANÉES COMMERCIALES.

RÉPUBLIQUE ARGENTINE.

Projet de Chemin de Fer Électrique Souterrain à Buenos Ayres. Mr. JAMES G. KELLY a demandé à la municipalité de Buenos Ayres une concession pour la construction de

deux chemins de fer électriques souterrains dans cette ville. Les tunnels doivent être revêtus de couches de ciment suffisamment épaisses pour résister à la pression de la terre et à l'humidité. La ventilation s'effectuera au moyen d'ouvertures pratiquées dans la voie ou dans les trottoirs. Les travaux de construction doivent commencer dans les neuf mois qui suivront l'approbation des plans et la voie doit être prête pour le trafic dans les trois années suivantes. Le maximum des prix de voyage ne doit pas dépasser quinze centavos; le port des paquets ne doit pas dépasser cinq centavos, et 6 pour cent des

recettes totales doivent revenir à la municipalité. Les deux lignes avec les bâtiments et tout le matériel roulant deviendront la propriété absolue de la municipalité, exemptes de toutes demandes de compensation, dans un délai de quatre-vingt-dix ans.

Importations d'Instruments Agricoles. Le vice-consul Anglais à Rosario, fait connaître que de 1889 à 1894, période des bonnes récoltes, on a trouvé une vente facile de 135,000 tonnes de fil de fer pour clôtures, 100,000 charrues, 680,000 socs, 2,262 machines pour ensemercer, 27,680 moissonneuses, 2,600 batteuses et 7,000 machines pour vanner, non compris plusieurs tonnes de petits instruments. Depuis la crise et les mauvaises récoltes la demande de machines agricoles a sensiblement diminué. Le vice-consul dit que l'Angleterre occupe le premier rang comme pays importateur de machines dans la République Argentine et que les Etats-Unis viennent ensuite.

Culture du riz dans la Province de Tucuman. Dans la province de Tucuman où l'on cultive la canne à sucre, beaucoup d'agriculteurs se sont occupés dernièrement de la culture du riz, pour laquelle le climat et le sol sont favorables. De 1895 à 1896, les terres destinées à cette culture ont augmenté de 100 hectares à 264 hectares. La superficie est très petite, mais l'augmentation en est significative. Dans les terres arrosées, la récolte est de 2,500 kilos par hectare et dans les terrains secs, 1,500 kilos. On a encouragé la semence du riz en raison de la crise ressentie dans l'industrie sucrière.

BRÉSIL.

Affermage des Chemins de Fer Nationaux. Le British Foreign Office vient d'être informé officiellement qu'un syndicat, représenté par le Senhor ANTONIO FERREIRA a affermé pour un certain nombre d'années le Chemin de Fer Central de Pernambuco. A la signature de ce contrat, les chemins de fer nationaux du Brésil, excepté ceux du Centre, de Bahia, de Pernambuco du Sud et de Paulo Affonso ne seront plus sous le contrôle effectif du Gouvernement. Plusieurs des lignes ci-dessus énumérées ont été exploitées par l'Etat, et lui ont rapporté jusqu'ici un beau bénéfice.

CHILI.

Traité de Commerce avec l'Allemagne. On poursuit actuellement des pourparlers pour la négociation d'un traité de commerce entre le Chili et l'Allemagne. Avant 1895, il existait un traité semblable conclu en 1862, mais qui a cessé d'être en vigueur en 1895, et l'augmentation rapide du commerce entre les deux contrées a nécessité son renouvellement dans des conditions plus larges.

Les importations allemandes provenant du Chili se sont élevées en 1880 à \$607,500, et en 1896 elles ont augmenté de \$8,655,750. Sur ces importations, les nitrates en forment presque la moitié, vient ensuite le cuir à semelle, et enfin les cuirs verts, l'or et le cuivre. Les exportations allemandes dans le pays consistent principalement en plantes textiles et en articles en fer. Voici les exportations pour les années 1894 et 1896: Lainages, évalués à \$985,500; cotonnades, \$1,566,500; articles en fer ordinaire, \$475,220; articles en fer ouvré, \$840,000; sucre, \$413,000.

HAÏTI.

**Droits des Sujets des
Etats-Unis.**

On apprend que le Gouvernement d'Haïti, par un décret exécutif, vient d'accorder aux sujets des Etats-Unis résidant à Haïti, les mêmes privilèges et droits qu'on accorde aux Haïtiens en fait de commerce et de travail. Le décret a trait surtout aux licences commerciales et au commerce en détail.

HONDURAS.

Conditions Commerciales.

Dans un rapport en date du 30 avril 1898, adressé au Ministre des Affaires Etrangères et publié dans les premières feuilles des Rapports Consulaires du 21 mai, M. JOHNSTON, consul à Utiila, s'exprime ainsi : Pendant la première partie du mois, les exportations de bananes, de plaintains et de noix de coco ont atteint une bonne moyenne, mais pendant les dix derniers jours le commerce a diminué beaucoup par suite de la guerre avec l'Espagne. Les navires portant le drapeau des Etats-Unis ont été obligés de rester à la Nouvelle-Orléans, et ceux qui portent le drapeau norvégien sont les seuls qui font le commerce en ce moment. Par conséquent les prix ont diminué, et si l'on n'emploie point plus de navires, une grande quantité de fruits se gâtera à l'arbre et entraînera une perte considérable pour les producteurs. Ceci portera un coup très sensible aux importations qui proviennent presque toutes des Etats-Unis. Si l'on pouvait établir une ligne régulière de bateaux-postes entre la Nouvelle-Orléans, Utiila et Cuba, le commerce y gagnerait beaucoup sur toutes ces places.

**Résumé sur les Habitants, le
Climat, les Ressources, etc.**

M. ROBERT M. FRYER, de Washington, qui a beaucoup voyagé dans le Honduras et y a demeuré quelques années, envoie au Bureau la communication suivante au sujet des ressources, du climat, etc., de cette République.

« Permettez-moi de faire connaître aux lecteurs du BULLETIN, que les habitants, le climat, la religion et le Gouvernement du Honduras sont tout à fait disposés à l'avancement des intérêts particuliers. Toute personne allant au Honduras avec assez de jugement pour comprendre ce qui existe, et qui se livrera au développement des occasions qui se présenteront, sans se mêler des affaires publiques, ne démentira jamais mon assertion. On peut dire que les habitants de ce pays font un meilleur accueil aux voyageurs et aux colons des Etats-Unis venant pour s'y établir, qu'à tous les autres étrangers visitant le pays.

En superficie, le Honduras est de la même grandeur environ que l'Etat de l'Ohio, mais en fait de ressources naturelles il surpasse un nombre d'états semblables pris collectivement, et s'il avait une population correspondante, il surpasserait, à mon avis, tout autre territoire de même grandeur. Le pays fournit un confort plus grand que celui qu'on peut obtenir ailleurs avec la même dépense d'argent et de travail ; il possède tous les avantages des régions tropicales, semi-tropicales et tempérées. Parmi ses productions se trouvent des bois précieux pour le commerce, des plantes médicinales, des fruits tropicaux, et de vastes ressources minérales inexploitées ; mais par dessus tout c'est le climat du Honduras, joint aux nombreux autres avantages, qui est son plus grand charme.

Sur une distance de 400 milles environ, la côte du nord du Honduras s'étend

dans une direction presque directement est et ouest ; les vents qui soufflent le plus souvent (vents alizés) viennent du nord et du nord-est, et l'on peut compter sur eux pour rendre la côte salubre et relativement fraîche, mais naturellement ce n'est pas la place qui se recommande le plus en raison de son climat. Toutefois, il n'est certainement pas désagréable, parce que les montagnes de la côte sont baignées par la mer et que leurs sommets percent les nuages à une élévation d'un mille ou plus. Dans les nombreuses vallées et plateaux, on peut trouver un climat convenant aux goûts et aux exigences de toute personne raisonnable.

Si toutefois on me demandait d'indiquer le climat le plus agréable du pays, j'appellerais l'attention sur celui de Tegucigalpa, Siguatepeque et des collines qui entourent Camayagua ; sur celui du lac Yojoa, San José, Santa Barbara et de nombreux autres endroits dans l'intérieur de la République, où d'épaisses couvertures sont nécessaires chaque nuit de l'année ; et où on ne trouve jamais ni de mouches, ni de moustiques ; où les jours ressemblent à ceux du printemps et où il y a des fleurs et des fruits toute l'année. Dans un parcours de plusieurs mille milles que j'ai fait à dos de mulets dans les montagnes, je n'y ai jamais vu ni reptiles, ni d'animaux sauvages si ce n'est en captivité, mais de tous côtés, il y a une profusion d'oiseaux d'une grande variété de couleurs et de plumage. Le pays est bien pourvu de courants d'eau, dont plusieurs abondent en poissons, les plus beaux se trouvant près de la côte.

Il ne faut que très peu de capital ou de travail pour établir une demeure dans le Honduras ; on n'y trouve pas les extrêmes de température, et tout produit semble y croître avec peu ou sans aucune culture. Il en est surtout ainsi pour le maïs, qui produit deux ou trois récoltes par an ; la canne à sucre et le coton produisent aussi plus d'une récolte par an, et n'ont besoin d'être plantés que tous les dixans. La noix de coco et le caoutchouc donnent une récolte profitable huit ans après la plantation, tandis que le caféier commence à produire en moins de six ans. Les caoutchoucs, dans leurs premières années, exigent de l'ombre qui leur est fournie par les bananiers plantés parmi eux. Ces bananiers rapportent aussi de gros bénéfices, et commencent à produire en neuf mois. Ils produisent au moins pendant dix ans. On dit que la vie du caoutchouc au Honduras dure pendant cinquante ans ou plus.

On trouve dans le pays, à l'état sauvage, l'oranger, le citronnier, le limonier, le manioc et beaucoup d'autres arbres fruitiers ; l'ananas, y compris la variété conique, pousse en abondance près de la côte. Dans quelques régions du pays, tous les légumes connus aux Etats-Unis poussent à merveille. Le sol près de la côte est trop riche pour les pommes de terre, les tiges deviennent trop lourdes, mais dans l'intérieur où le sol est sec, ce légume pousse facilement. On dit que M. BAMBOURG, qui demeure à San Pedro Sula, où il dirige un grand jardin de produits pour le marché, est une autorité au sujet de la culture de légumes au Honduras.

A propos des ressources minérales, je dirai que d'après mes propres observations et toutes les indications, que le Honduras possède des mines d'or et d'argent d'une valeur incalculable. Par la gracieuseté de M. GIRLINGS, directeur général de la New York and Honduras Rosario Mining Company, j'ai

pu apprendre beaucoup de choses, non seulement sur les riches dépôts de la compagnie, mais aussi sur les mines du District de Yuscuran, où est située la mine renommée de Guayabillas, ainsi que les placers aurifères d'Olancho. La mine précitée de Rosario est située à San Juancita, 21 milles de Tégucigalpa (la capitale), qui lui est reliée par une assez bonne route carrossable.

GUATEMALA.

Réduction du Droit d'Exportation sur le Café.

On a reçu des informations officielles qu'en vertu d'un décret exécutif récemment promulgué, les droits d'exportation sur le café sont réduits à \$1 en monnaie courante, soit environ 36 sous par quintal. Cette loi entrera en vigueur le 1^{er} juillet de l'année courante.

On dit que cette même loi décrète que les exportations de tous les produits naturels ou fabriqués, à l'exception du café, seront exemptes de droits, à partir de la date précitée, et que dans le cas où la diminution dans la valeur du café continuerait ou augmenterait sur les marchés étrangers le droit pourrait être supprimé complètement.

PARAGUAY.

Introduction de Moulins à Vent Américains.

L'industrie la plus importante et la plus lucrative au Paraguay est celle de l'élevage du bétail, mais à cause du manque d'eau sur les pâturages, il faut conduire les troupeaux à une distance de plusieurs milles pour les abreuver, ce qui retarde considérablement cette industrie. M. RUFFIN, consul général des Etats-Unis, attire l'attention sur la nécessité de bons moulins à vent de manufacture américaine que les éleveurs peuvent monter pour pomper l'eau, et ainsi porter remède à ce grand désavantage.

PÉROU.

Établissement d'une Fabrique et d'une fonderie à Callao.

Une compagnie au capital de \$40,000 vient de s'établir à Callao pour la fabrication d'allumettes de sûreté en cire. Comme cette industrie est encore dans l'enfance, le produit est encore inférieur à l'article d'importation. On a accordé la permission de construire une fonderie dans les environs de la ville, et les travaux de construction pour des égouts et pour des conduits d'eau se poursuivent jusqu'à concurrence de \$300,000. Pendant l'année 1896, les recettes douanières se sont élevées à \$2,100,000.

ETATS-UNIS.

Exportation de Machines pour la Fabrication du Sucre.

Les exportations de machines pour la fabrication du sucre, expédiées par les Etats-Unis à l'Amérique du Sud, pendant le mois d'avril, ont été les plus grandes qui aient eu lieu depuis quelque temps. L' "American Exporter" fait connaître que la République Argentine, la Colombie et le Salvador ont été les marchés principaux auxquels on a expédié des machines pour une valeur d'environ \$50,000.

La République Argentine en a reçu pour les deux tiers de cette somme environ, et le reste s'est distribué entre Hondo, Colombie et Acajutla, Salvador. On dit que ces machines sont destinées exclusivement aux grandes plantations de canne à sucre dont les usines sont mues par la vapeur, car dans les expéditions

qui ont été faites, il n'y avait pas un seul petit moulin à sucre de la force d'un cheval ou d'un bœuf.

Consommation du Café.

D'après le "Mexican Financier," les Etats-Unis sont et seront toujours les plus grands acheteurs de café au Mexique, et c'est certainement le pays qui achète les plus grandes quantités de café, car il n'en produit pas du tout. Le tome des statistiques commerciales pour l'année fiscale finissant le 30 juin dernier, donne à l'état les importations de café.

Les importations totales de café aux Etats-Unis pour l'année précitée ont été de 737,645,670 livres, soit environ dix livres par tête, selon les estimations de la population actuelle.

Pendant l'année fiscale de 1897, les Américains ont acheté le café dans tous les pays productifs de café, et trois continents y ont contribué: l'Amérique, l'Afrique et l'Asie, sans compter l'Australasie. Les principaux fournisseurs de café aux Etats-Unis selon leur ordre étaient:

	Livres.	Valeur en or.
Bésil	542, 857, 265	\$52, 792, 937
Venezuela	58, 913, 154	8, 300, 672
Mexique	28, 833, 870	4, 591, 909
Colombie	20, 939, 528	2, 834, 631
Costa Rica	19, 300, 381	2, 800, 652
Guatemala	11, 569, 772	1, 744, 411
Indes Orientales Hollandaises	11, 001, 036	2, 075, 157
Haïti	7, 299, 778	946, 700
Salvador	7, 147, 369	1, 072, 480
Aden	5, 118, 386	859, 602

Ce sont les principaux endroits d'où l'on a obtenu le café pour le marché américain, qui en a consommé pour une valeur de \$81,544,000 en or.

VENEZUELA.

Un représentant d'un syndicat des Etats-Unis est allé à Venezuela en ce moment pour examiner s'il serait bon d'établir une nouvelle ligne de vapeurs entre New York et les ports vénézuéliens avec escale dans quelques îles des Indes Occidentales. D'après un rapport récent, il a déjà passé un contrat et on lui a garanti le transport de 2,000 tonnes de fret par mois. La ligne proposée desservira Saint Thomas, Saint Kitts, la Guadeloupe, la Martinique, les Barbades, et la Trinité. D'après l'entreprise projetée, on établira aussi la navigation à vapeur sur l'Orénoque. Les intérêts des Etats-Unis dans la République du Venezuela se développent beaucoup en ce moment; on vient d'établir dans Caracas une Building and Loan Company (compagnie qui avance des fonds à ceux qui désirent construire des bâtiments), et la République du Nord fournira la plus grande partie du capital.

